



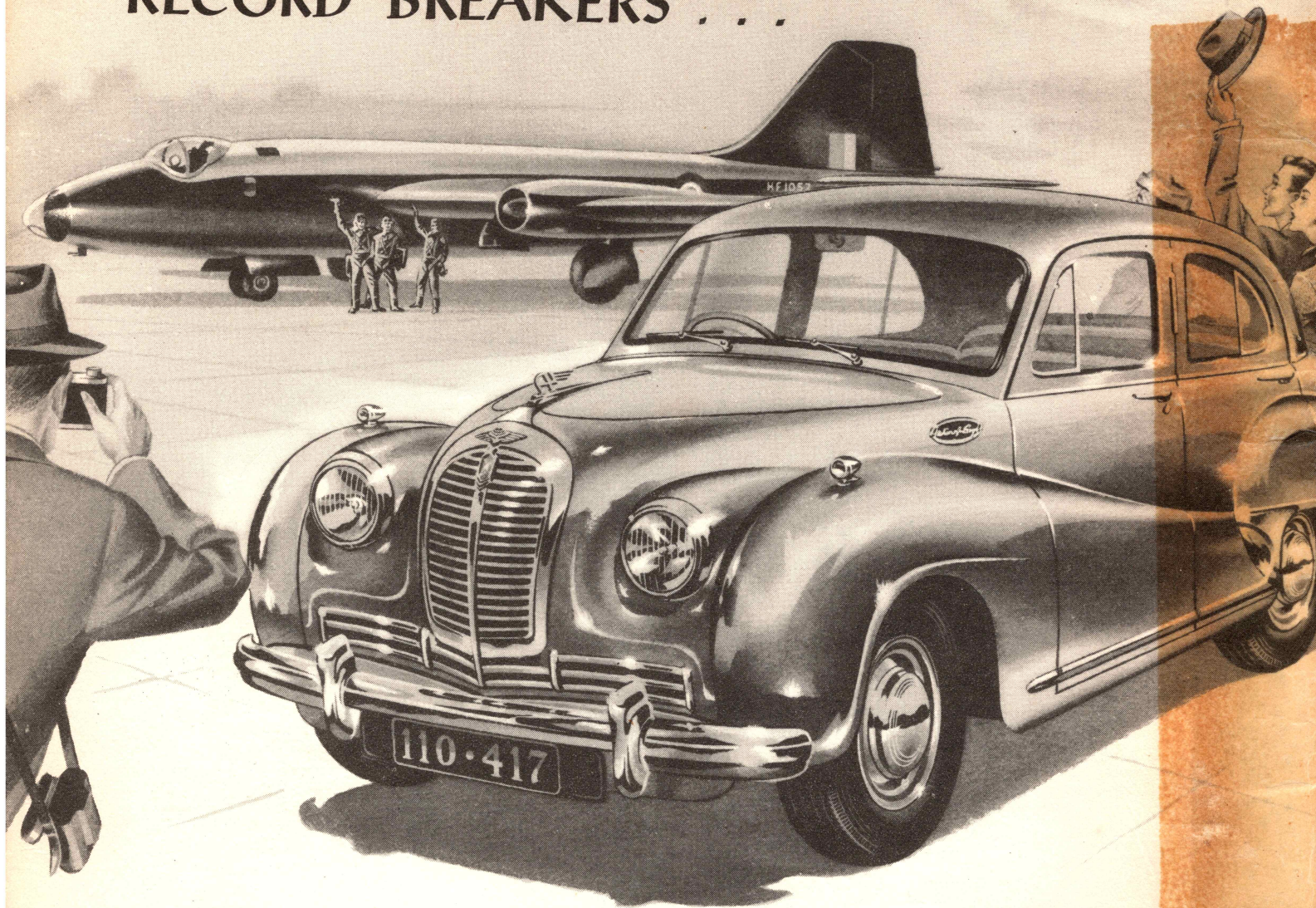
INTERNATIONAL AIR RACE 1953



ACROSS THE WORLD — ENGLAND TO NEW ZEALAND



RECORD BREAKERS . . .



AUSTIN OF ENGLAND join in paying tribute to the feats of endurance by pilots and crews in this great Air Race . . .

At such a time as this, when our attention is focussed on records of speed and reliability performed by superbly-engineered aircraft, it is heartening to reflect that on the ground, too, the products of Austin of England give these self-same qualities to us all. Austins are cars to trust . . . to cherish . . . fast and reliable cars to suit this modern age.

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THE INTERNATIONAL AIR RACE

Across the World
ENGLAND TO NEW ZEALAND
October 1953

CANTERBURY INTERNATIONAL AIR RACE COUNCIL
CHRISTCHURCH NEW ZEALAND



HER MAJESTY QUEEN ELIZABETH II



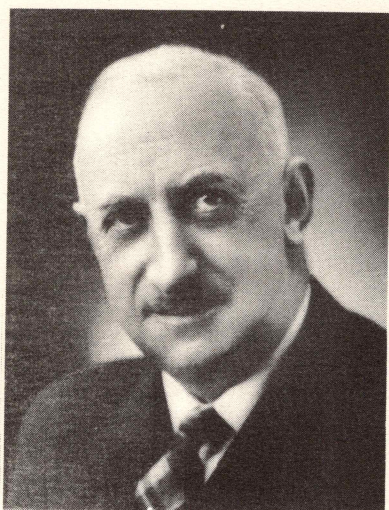
THE INITIATIVE of a nation is the initiative of its people, and as Prime Minister of New Zealand I am proud of the spirit of enterprise that has prompted the Canterbury International Air Race Council in its plans for the England to New Zealand race in 1953.

Though we live in uncertain days, the spirit of our people is an enduring quality. It is not something of our creation, but something that we have inherited. It is ours to preserve, and to pass on. For this is the spirit of Cook, and Drake, and Rhodes, the spirit that has built a Commonwealth which provides the finest example of harmonious relationships in all human history. And this is the spirit which is so desperately needed in the world today.

Man can survive in this world only through closer and happier international relationships, and the England to New Zealand Air Race is the finger-post of a nation of goodwill towards that worthy objective. I am pleased to be associated as a member of the International Air Race Council with a project of such importance to this country and to aviation generally.

A handwritten signature in dark ink, appearing to read 'H. G. Belland', written over a horizontal line.

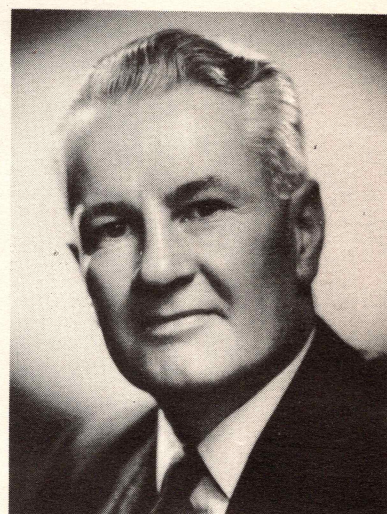
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HUME D. CHRISTIE
PRESIDENT
Chairman, Management Committee



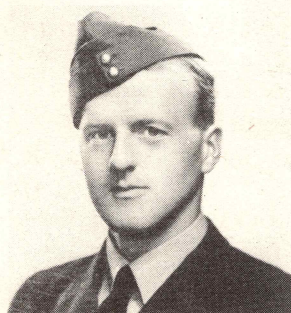
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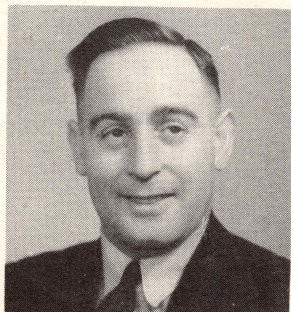
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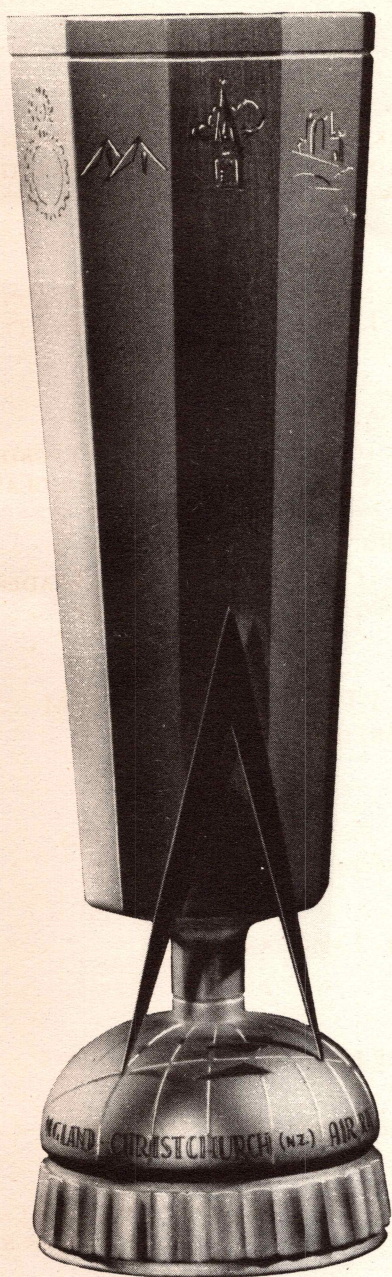
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THE HAREWOOD GOLD CUP

THE CUP is to be presented to the winner of the Speed Section in the 1953 Air Race from England to New Zealand, and is valued at £1000. Designed by a New Zealander, Owen C. Lawrence, it bears the original name of the Christchurch International Airport, and on each of its ten sides is engraved a small motif appropriate to the province of Canterbury, New Zealand.

The base, in the form of a hemisphere, is inscribed with the outline of Great Britain and New Zealand, linked by a deeply incised arc to represent the route of the race. This line pierces a red jewel, symbolizing the venturi principle of jet propulsion. The pedestal represents the sea. Dividers span the orbit encompassed by the race, the triangulation being a symbol of the sciences of Navigation and Engineering.

Made of New Zealand gold, with New Zealand greenstone and polished wood of the native Rata, the entire work is designed to allow for high precision craftsmanship, a worthy trophy of such an event in our age.

THE SCHNEIDER TROPHY

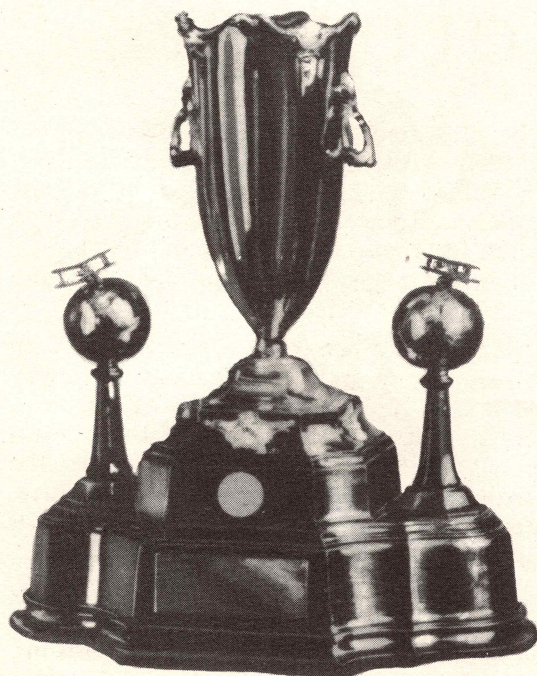
PRESENTED to the Aero Club of France by M. Jacques Schneider in 1913, the Schneider Trophy quickly attracted world wide attention and became recognized as the symbol of speed supremacy in the air.

It was open for competition by all types of seaplane over a course to be determined in advance. This could be either in a straight line, a broken line, or over a circuit of not less than 150 nautical miles. A competitor winning three times out of five consecutive contests would retain the trophy permanently.

After many classic races Great Britain won the trophy outright by her victories in 1927, 1929, and 1931. The pilot who finally won the trophy for Great Britain was Flight Lieutenant (now Air Marshal Sir John) Boothman, who in 1931 flew a Supermarine S.6.b. at 340.08 m.p.h. This aircraft, powered by a Rolls-Royce engine, is generally regarded as the forerunner of the famous Supermarine Spitfire.



THE MACROBERTSON CUP



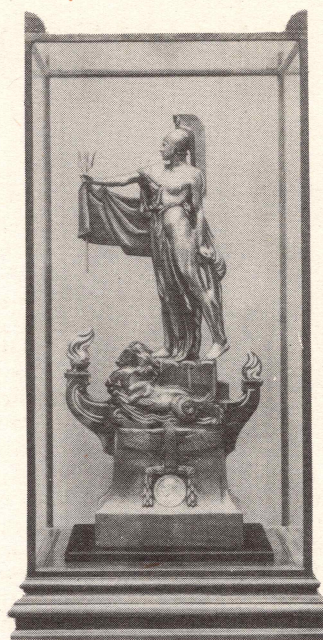
SIR MACPHERSON ROBERTSON, a Melbourne business man, presented this cup, valued at over £500, for the winner of the Melbourne Centenary Air Race from London to Melbourne in 1934. The race attracted twenty starters and created world-wide interest. It was won by C. W. A. Scott and T. Campbell Black in record time, flying a special Comet aircraft designed for the race by de Havilland. It is interesting to recall that the first flight from England to Australia was made in 1919 by Ross and Keith Smith with a crew of two in just under twenty-eight days; the first solo flight was made in 1929 by Bert Hinkler in 15½ days, and the first woman to undertake the flight was Miss Amy Johnson who flew out in 1930, taking 19 days.



Above: The obverse and reverse sides of the medals presented to all competitors in the Melbourne Centenary Air Race.



THE BRITANNIA CHALLENGE TROPHY was presented to the Royal Aero Club of Great Britain in 1913 by Mr Horatio Barker, to be awarded to the British aviator who, in the opinion of the committee, had made the most meritorious achievement in the air during the year. It was first awarded in 1913 and an award has been made annually since then, except during the war years.



THE SEAGRAVE TROPHY instituted in 1930 as a tribute to Sir Henry Seagrave who lost his life that year in an attempt on the world marine speed record, is controlled by a committee of the Royal Aero Club, the Royal Automobile Club, and the Marine Motoring Association. It is awarded to British subjects for outstanding demonstrations of the possibilities of transport by air, land, or water.



THE KING'S CUP is open to competition by British pilots with British aircraft and engines. It was originated in 1922 by King George V and at first a separate cup was competed for each year. When the race was revived after the war a challenge cup was presented by King George VI, and by the wish of H.M. Queen Elizabeth the contest continues to be known as the King's Cup Air Race.

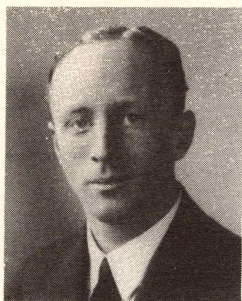


THE S.B.A.C. CHALLENGE CUP presented in 1927 by the Society of British Aircraft Constructors for competition among light aircraft, was competed for annually up to 1935 in point-to-point and closed circuit races. In 1949 it was awarded for an international handicap race for jet aircraft and was competed for again in 1950. This was the fastest international race in the world.

1919

THE FIRST AIR RACE

FROM ENGLAND TO AUSTRALIA



Sir Ross
Smith



Sir Keith
Smith

IN 1919 the Australian Government offered a prize of £10,000 to the pilot of the first aircraft manned by an Australian crew to fly from London to Darwin in under thirty days. The race attracted six starters, and was won by Captain Ross Smith (pilot) and Lieutenant Keith Smith (navigator) with Sergeants W. H. Sheirs and J. M. Bennett, who completed the journey in 124 flying hours in a Vickers Vimy bomber powered by two 350 h.p. Rolls-Royce Eagle engines.

Misfortune dogged the other competitors: Lieutenants Ross and Douglas crashed on take-off in their Alliance 'Endeavour'; Cedrick Howell and Sergeant George Frazer lost their lives when their Martinsyde F.4. dived into the sea near Corfu; Sir Hubert Wilkins with Lieutenants R. Williams, G. Potts, and V. Rendle flying a Blackburn 'Kangaroo' crashed on Crete; Captain G. C. Matthews and Sergeant T. Kay in a Sopwith 'Wallaby' crashed in Bali, and the only other entrant, an old D.H.9. flown by Lieutenants R. Parer and J. C. M'Intosh completed the course in six months after a series of misfortunes.

The twin-engined Vickers Vimy bomber which made the flight to Australia





The de Havilland Comet, winner of the speed section

1934 THE MELBOURNE RACE

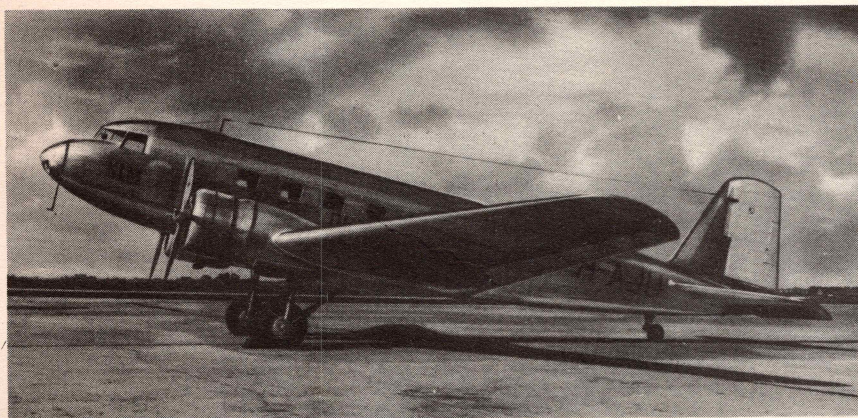
FOR THE MACROBERTSON CUP



C. W. A. Scott and T. Campbell Black

THE SECOND RACE from England to Australia was held in 1934 as the highlight of the Melbourne centenary celebrations. The prize money totalled £15,000 donated by Sir Macpherson Robertson, the Australian philanthropist.

There were twenty starters. The winners of the speed section were C. W. A. Scott and T. Campbell Black whose specially designed D.H. Comet averaged 176.8 m.p.h. and completed the course in 71 hours. The handicap section was won by Parmentier and Moll in a Royal Dutch Airlines D.C.2., which also took second place in the speed section with an average of 156 m.p.h.



The Douglas DC2 which was first in the handicap section and second in the speed section

Jan J. Moll, co-pilot of the K.L.M. airliner



45 m.p.h. to 340 m.p.h.

THE FAMOUS SCHNEIDER TROPHY RACES

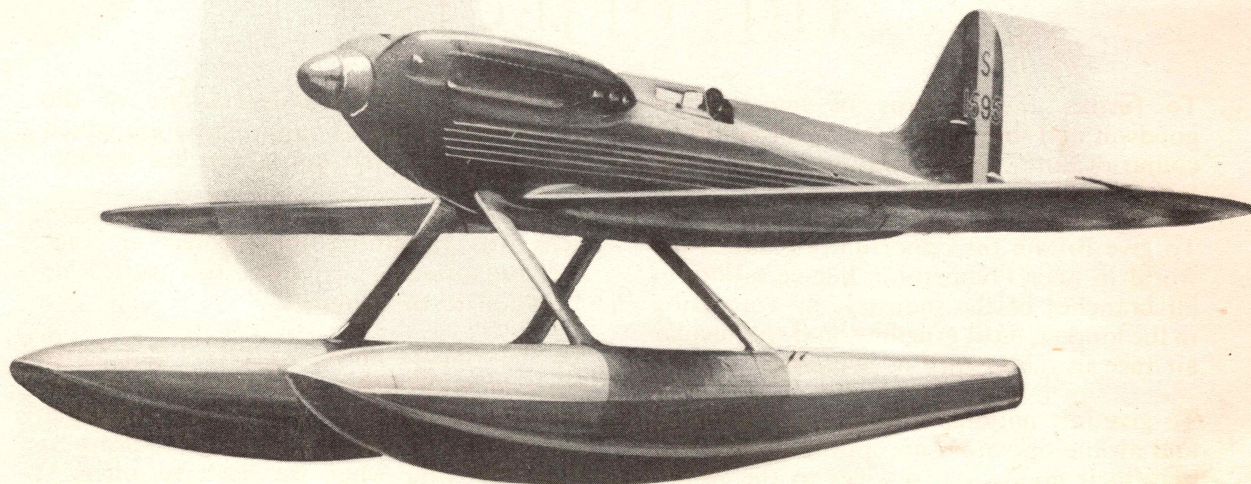


Flight Lieutenant J. N. Boothman, photographed after winning the race which gave the Schneider Trophy to Britain.

THE RECORD of the famous Schneider Trophy races shows how the stimulus of this contest brought an increase in speed from 45 m.p.h. to 340 m.p.h. in eighteen years. The trophy was won outright by Britain in 1931.

YEAR	M.P.H.	AIRCRAFT	PILOT	COUNTRY
1913	45.75	Newport	Weyman	France
1914	86.8	Sopwith	Pixton	Britain
1920	107	Savoia	Bologna	Italy
1921	111	Macchi	Brigante	Italy
1922	145.7	Supermarine	Biard	Britain
1923	177.38	Curtiss	Rittenhouse	U.S.A.
1925	232.57	Curtiss	Doolittle	U.S.A.
1926	246.5	Macchi	Bernadi	Italy
1927	281.68	Supermarine	Webster	Britain
1929	328.63	Supermarine	Waghorne	Britain
1931	340.08	Supermarine	Boothman	Britain

The Supermarine S6B which won the Trophy race in 1931 at 340 m.p.h.



THE 1953 AIR RACE

LONDON, ENGLAND TO CHRISTCHURCH, NEW ZEALAND

THE ROUTE

CHRISTCHURCH is nearly the antipodes of London. If it were situated about 600 miles to the south-east, it would be exactly opposite London, and any 'great circle' route (that is the shortest distance between any two points on the globe), could pass through the North Pole, the South Pole, or any other place on earth, without affecting the length of the route.

The normal 'east about' route from London to Christchurch was chosen because major airports, specialized refuelling facilities, weather forecasting, radio, and navigation services, adequate spares, rescue organization, and passenger accommodation, were all available right along the route, and help could be expected from prevailing high altitude winds; while the west route across the Atlantic, the American continent, and the Pacific, would involve long ocean hops and prevailing headwinds.

Aircraft in the Speed Section will, in all probability, fly a course that bends round the western point of Cyprus, and will land at one of the Middle East airports of Basra, Bahrein, Baghdad, or Shaiba, thence probably to Karachi, Singapore, and Sydney, and so to Christchurch, a total distance of some 10,700 nautical miles, or 12,300 land miles.

In the Handicap Section, aircraft will follow the normal airline routes and procedures, probably landing to refuel at Rome, Beirut, and one of the Middle East airports, thence to Karachi, Calcutta, Singapore, Jakarta, Darwin, Sydney, and Christchurch, a distance of approximately 11,100 nautical miles, or 12,800 land miles.

It is considered possible that the winner of the Speed Section will arrive in New Zealand within twenty-four hours of leaving London Airport. The actual flying time of the winning aircraft in the 1935 race to Melbourne was 65 hours 24 minutes 13 seconds and only nine of the twenty starters completed the course in the sixteen days allowed.

THE OBJECTS

To further the interests of international goodwill and understanding, by bringing all countries into closer relationship through friendly competition.

To give Britain the opportunity to show the world in open competition her versatility in all branches of the industry, by competing in the longest, most gruelling, and spectacular air race in the history of aviation.

To give international aircraft manufacturers and airline operators an opportunity to display their goods and services to the world.

To make New Zealanders aware of the astonishing advances in civil aviation which have been achieved during the last decade.

To obtain for New Zealand valuable publicity by sponsoring the greatest air race ever organized, which will direct worldwide attention to this country.

To show major airline operators and booking agents throughout the world our tourist potential and prove to the public of other countries that distance is no handicap to their enjoying what we have to offer.



THE AIRCRAFT AND CREWS

SIX NATIONS HAVE ENTERED eighteen aircraft for the International Air Race from London to Christchurch. They will all start from London Airport on 8th October 1953. Twelve machines will compete in the Speed Section and six in the Transport Handicap Section.

The nations represented are:

GREAT BRITAIN
UNITED STATES OF AMERICA
HOLLAND
DENMARK
AUSTRALIA
NEW ZEALAND

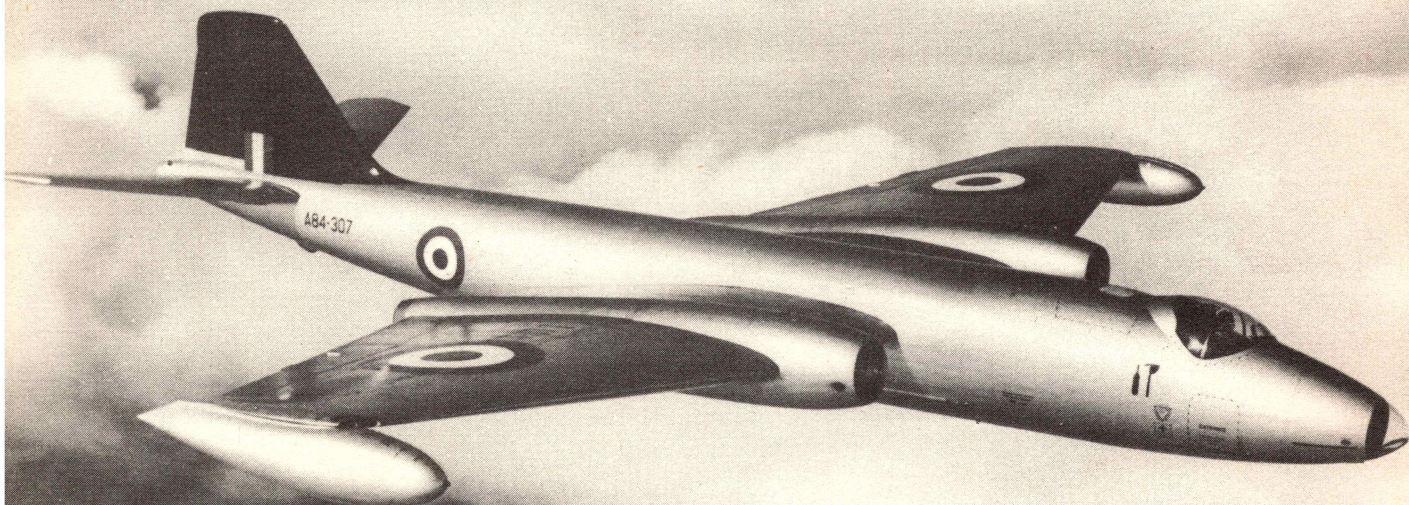
These six countries were also represented in the famous race from London to Melbourne in 1934. Two of the present competitors, K.L.M. Royal Dutch Airlines, and a private Australian entrant, Captain J. Woods, of Perth, also flew in the Melbourne race.

Four of the world's air forces have entered aircraft in the two sections of the race. The Royal Air Force, the Royal Australian Air Force, and the Royal Danish Air Force have aircraft in the Speed Section, and the Royal New Zealand Air Force is represented in the Handicap Section.

Of the fifteen types of aircraft entered, eight are turbo-jet or turbo-prop machines: in the turbo-jet class there are three bombers, three photo-reconnaissance aircraft, and one fighter; there is one turbo-propeller airliner, the Vickers Viscount. Among the piston-engined entries are famous wartime aircraft such as the Mosquito and Mustang.

In some cases, information about pilots and crews was not available at the time of going to press, and space has been provided for these details to be added when the names are announced shortly before the race.

Facing An English Electric Canberra Mk II bomber, powered by two Rolls-Royce Avon jet engines.



THE CANBERRA BOMBER, equipped with Bristol Olympus engines, which recently established a world aeroplane altitude record of 63,668ft (more than twice the height of Mount Everest), now has seven world records to its credit, plus another six records achieved with Rolls-Royce Avon engines.

The Canberra, made by the English Electric Company, first flew on 30th May 1948, and its official world records since then are:

Northern Ireland to Newfoundland, 2,072 miles, in 4hrs 18mins, average 483.91 m.p.h., 31st August 1951.

London to Tripoli, 1,459 miles, in 2hrs 41mins, average 541 m.p.h., 18th February 1952.

The first two-way crossing of the Atlantic in one day by any aircraft. Northern Ireland to Newfoundland and back, 4,144 miles, in 10hrs 3mins, average 411.99 m.p.h., 16th August 1952. (East-West crossing in

4hrs 33mins, average 454.8 m.p.h., west-east crossing in 3hrs 25mins, average 605.52 m.p.h.—a world record.)

London to Karachi, 3,921 miles, in 8hrs 52mins, average 441.8 m.p.h., 27th January 1953.

London to Darwin, 8,608 miles, in 22hrs, average 391 m.p.h.

The Canberra's other achievements include a 24,000 mile goodwill mission to Latin America, on which the R.A.F. sent four Canberras of Bomber Command. Average speed in 50 hours' flying was 479 m.p.h.

A remarkable feat of intensive flying was achieved recently by the R.A.F. with a Canberra powered by Rolls-Royce Avon jets. Engines were flown 600 hours in 50 days before overhauling, the first engine to complete the test having flown some 300,000 miles. In this test the aircraft was in the air an average of twelve hours a day.

SPEED SECTION

ROYAL AUSTRALIAN AIR FORCE

Two English Electric Canberra B Mk II bombers powered by Rolls-Royce Avon turbo-jet engines, have been entered by the Royal Australian Air Force. The official performance data of these machines has not been made public, but their speed is believed to exceed 500 m.p.h. The machines entered are Australian built, and each carries a crew of three.



SQUADRON LEADER P. F. RAW D.F.C., Polish Cross of Honour, aged 30, of Bayswater, Victoria, R.A.A.F. navigation specialist, 82 (Bomber) Wing at Amberley, Queensland.



WING COMMANDER D. R. CUMMING D.F.C. and Bar, who has been chief test pilot for the R.A.A.F. for the last ten years, and who flew the first Canberras from England to Australia, commands the team of Australian airmen.

CANBERRA NO.....

PILOT

PILOT

RADIO-NAVIGATOR.....

PLACING..... FLYING TIME.....

CANBERRA NO.....

PILOT

PILOT

RADIO-NAVIGATOR.....

PLACING..... FLYING TIME.....



Britain's new four-jet bomber, the Vickers Valiant, powered by Rolls-Royce Avon engines

ROYAL AIR FORCE

The most formidable entry is the Vickers Valiant, one of Britain's newest and fastest bombers, powered by four Rolls-Royce Avon jet engines. Performance figures are still secret but her speed is believed to be more than 600 m.p.h. The Valiant, with a crew of three, is expected to complete the 12,000 mile flight in some 20 hours. There will be a stop at Shaiba, in the Persian Gulf, where special plans for refuelling have been made. The aircraft is expected to fly at 45,000 feet. The Royal Air Force has eight crews in training, from which will be chosen the crew of the Valiant, and the three Canberra crews.

ROYAL AIR FORCE

Three English Electric Canberra P.R. aircraft powered by Rolls-Royce Avon turbo-jet engines, have been entered by the Royal Air Force. These are Canberras developed for high altitude photo-reconnaissance work. Performance figures have not been made public. Each machine will carry a crew of three.

VALIANT NO.

PILOT
CREW
CREW
PLACING FLYING TIME

CANBERRA NO.

PILOT
NAVIGATOR-PLOTTER
OBSERVER
PLACING FLYING TIME

CANBERRA NO.

PILOT
NAVIGATOR-PLOTTER
OBSERVER
PLACING FLYING TIME

CANBERRA NO.

PILOT
NAVIGATOR-PLOTTER
OBSERVER
PLACING FLYING TIME

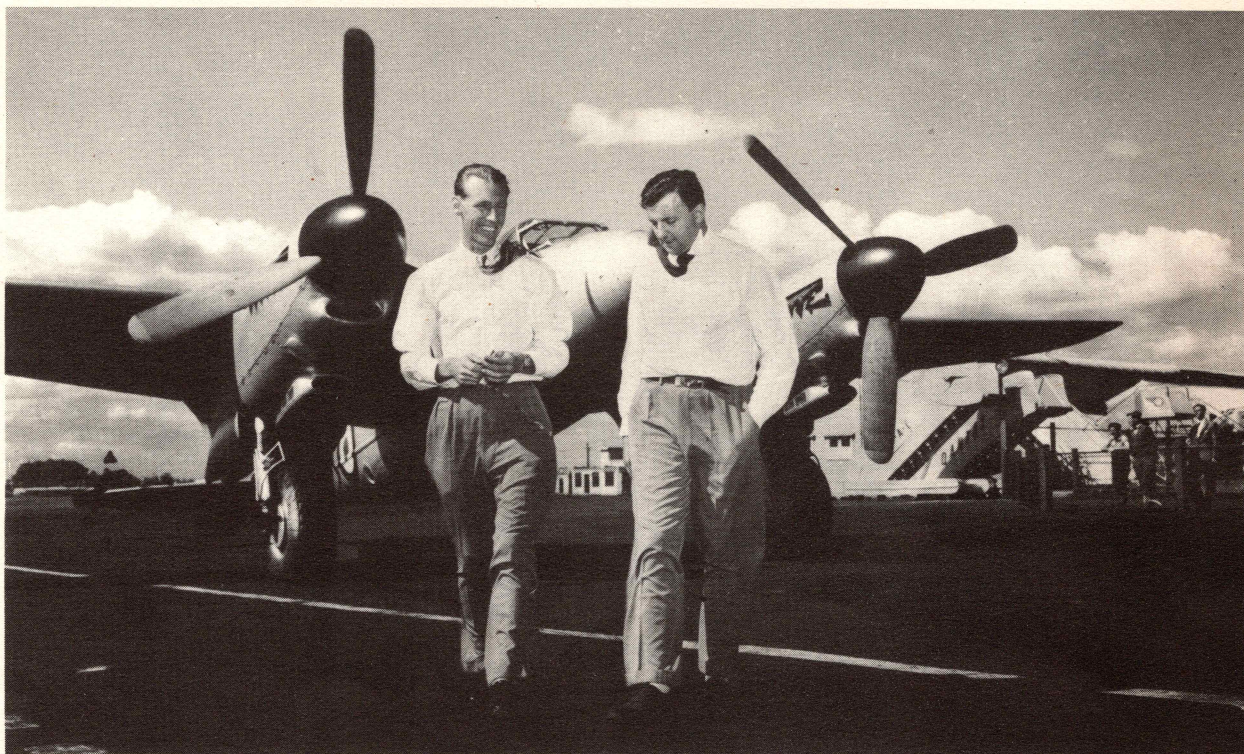


THE VICKERS VALIANT

The association of Vickers and Rolls-Royce which, in the Vimy, achieved the first flight from England to Australia is seen to-day in three super-priority aircraft, the Valiant bomber, the Supermarine Swift fighter and the Viscount airliner.



VICKERS-ARMSTRONGS LIMITED
Aircraft Division • Weybridge • Surrey • England



Flight Lieutenant Douglas Swain and Squadron Leader Aubrey Oates, with the de Havilland Mosquito they will fly in the International Air Race

SQUADRON LEADER A. J. R. OATES (Australia)

A de Havilland Mosquito Mk 41 will be flown by Squadron Leader Oates and Flight Lieutenant Swain. This is an Australian-built photo-reconnaissance version of the famous World War II fighter-bomber. Powered by two Rolls-Royce Merlin 77 piston engines, the aircraft has a maximum speed of 425 m.p.h. and a range of 3,500 miles. Originally valued at £60,000, Oates' machine is almost new, but had been written down for disposal, and was given to him by the Australian Air Minister.

'TITUS' OATES, aged 30, lives at Campbelltown, N.S.W. He is married and has two daughters. He began flying with the Newcastle Aero Club in 1938 when he was 16, and created an Australian record by going solo after 4hrs 15mins instruction. He joined the R.A.A.F. in 1939 and was a member of No. 6 and No. 14 Squadrons in operational areas for over two years. He was awarded an 'immediate' D.F.C. for a masthead bombing attack on shipping at Rabaul in 1943. He completed a specialist navigation course in 1943 and has held a flying instructor's grading since 1941. In 1949 he was seconded to the de Havilland Co., as senior test pilot, and tested Mosquitoes, including the Mk 41 high altitude type which he and Swain will fly in the race. After three years he resigned to become captain of a Lodestar airliner operating between Australia and Italy. He has more than 6,000 hours flying time in over 54 types of aircraft.

DOUGLAS SWAIN, aged 35, lives at Camden, N.S.W., and is married with three children. He was born in Melbourne, and joined the R.A.A.F. in 1942. He was awarded an 'immediate' D.F.C. for bombing operations on Wurzburg, Germany, when serving as a pilot with No. 8 Group Pathfinder Force. After the war he flew for Australian National Airways, then transferred to the *Sydney Morning Herald* flying service as chief pilot. He has over 6,000 flying hours in some 15 types of aircraft.

MOSQUITO NO.

PILOT Squadron Leader Aubrey Oates

PILOT Flight Lieutenant Douglas Swain

PLACING FLYING TIME

CAPTAIN J. WOODS (Australia)

A second de Havilland Mosquito has been entered by Captain J. Woods of Australia, who was a competitor in the 1934 London to Melbourne Air Race. It is interesting to recall also that the Mosquito, one of the best aircraft produced during World War II, is a direct descendant of the de Havilland Comet racer which won the speed section in the 1934 Centenary race. The Mosquito, a long-range fighter-bomber is still in service with the R.A.F. in Malaya, although production ended early in 1945.

CAPTAIN J. WOODS is one of the pioneers of civil aviation in Australia. After serving with distinction as a pilot in World War I he joined Western Australian Airways, for which he was chief pilot when Sir Charles Kingsford Smith was flying for the firm. In 1934 he was manager in Western Australia for the MacRobertson-Miller Aviation Co. at Perth. Captain Woods attempted to break the Australia to England record for light aircraft in 1933, but failed through an extremely unlucky series of accidents. He was christened the 'Rise-and-Fall' aviator when he arrived in England, because of his continual forced landings during the flight. He competed in the speed and handicap sections of the Melbourne Centenary Race with Flying Officer L. Bennett in a Lockheed Vega, but was forced to

abandon the race at Aleppo when his aircraft capsized in the soft sand. He is now head of Woods Airways Ltd., operating with two Avro Ansons between Perth and Rottnest Island off the coast. The route is one of the shortest scheduled routes in the world—a distance of 26 miles.

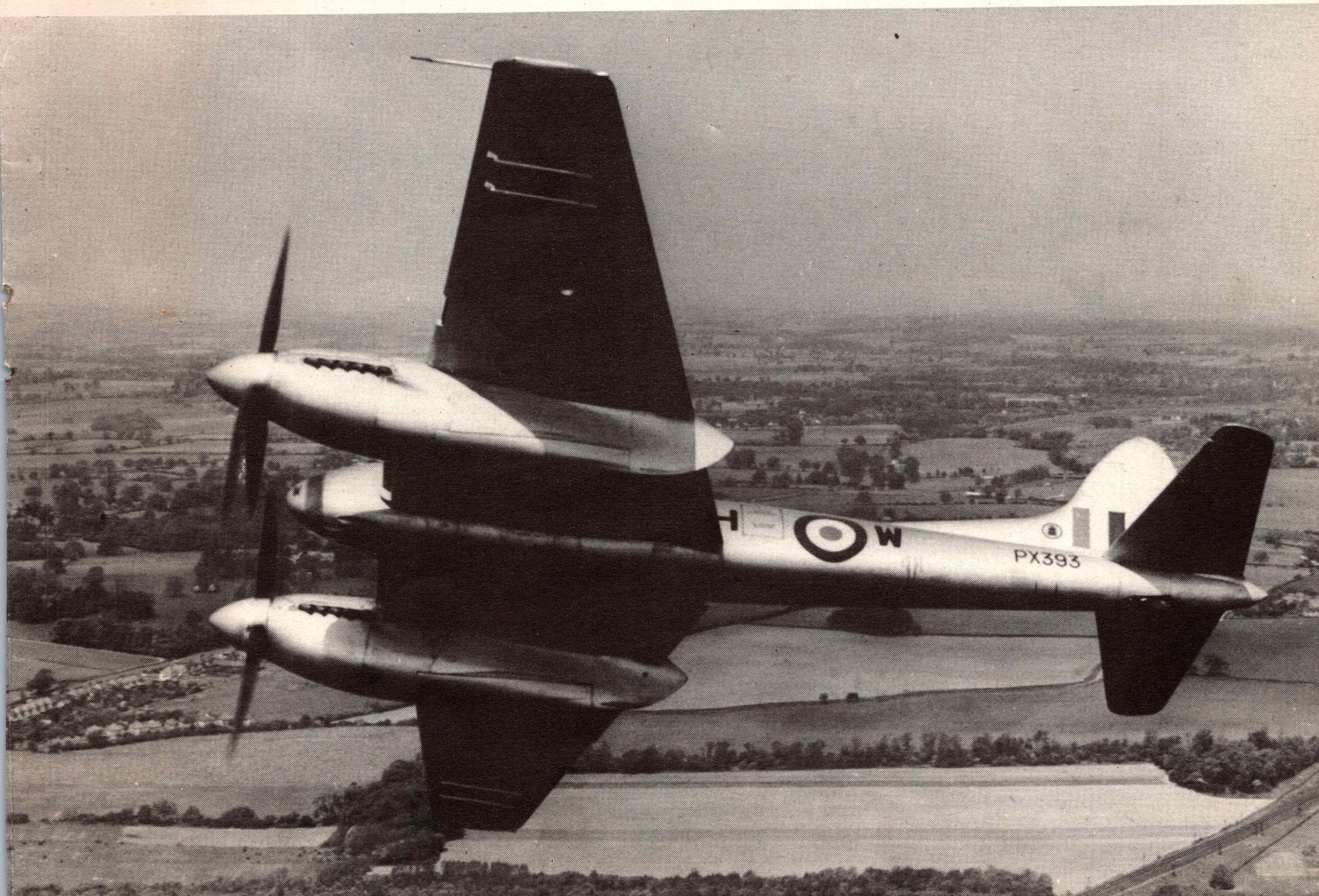
MOSQUITO NO.....

PILOT Captain J. Woods

CREW

PLACING..... FLYING TIME.....

A de Havilland Mosquito in flight



'ENGLISH ELECTRIC'

Canberra

The only jet bomber
in squadron service with the Royal Air Force
Also in production for the Royal Australian Air Force

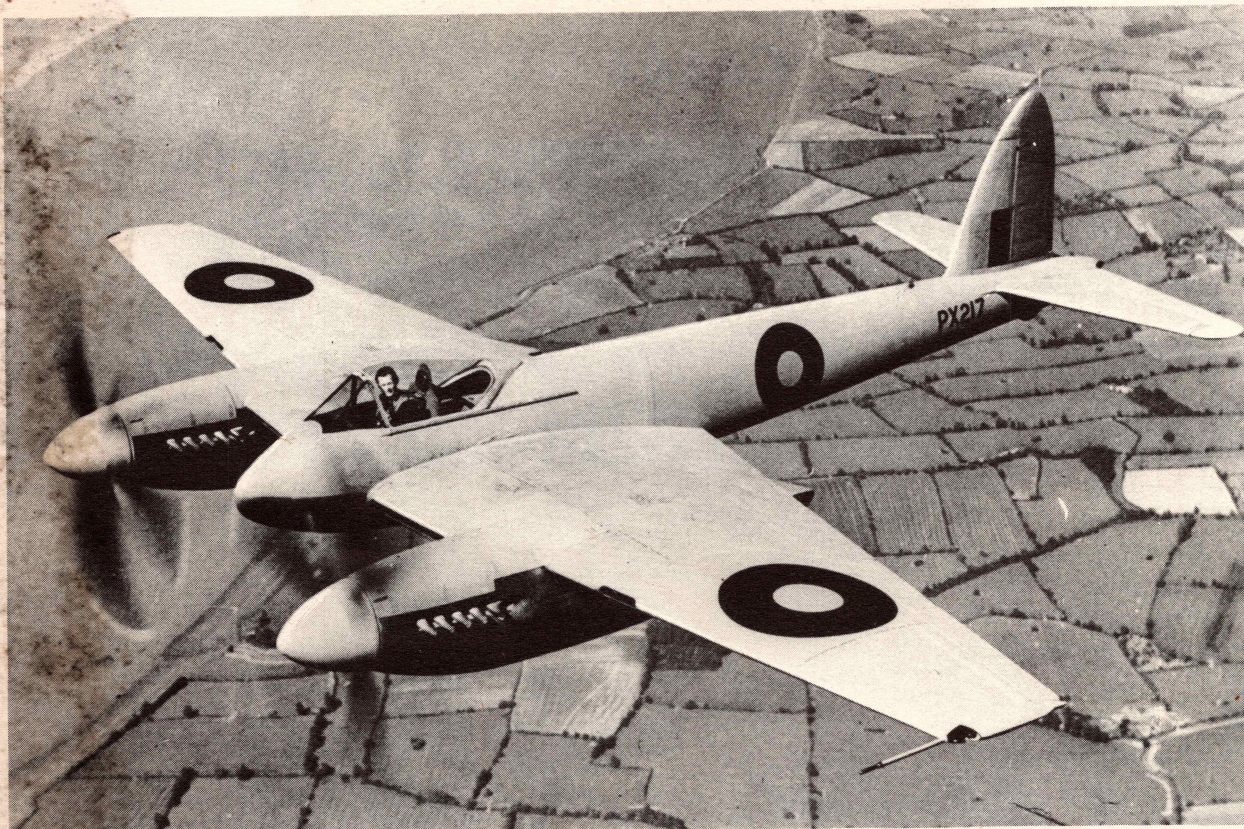


SUPER PRIORITY

POWERED BY ROLLS-ROYCE AVON ENGINES

Also chosen for the United States Air Force

Designed and built by
THE ENGLISH ELECTRIC COMPANY LIMITED
QUEENS HOUSE, KINGSWAY, LONDON, ENGLAND



A de Havilland Hornet in flight

CAPTAIN C. H. GOODLIN (U.S.A.)

Captain Goodlin has entered a de Havilland Hornet Mk IIIA twin-engine long-range fighter developed from the Mosquito. Powered by Rolls-Royce Merlin 130/131 piston engines, it has a range of 3,000 miles and a maximum speed of 470 m.p.h. at 20,000 feet.



CAPTAIN CHALMERS H. GOODLIN, United States airman who will fly the Hornet, is 30 years of age. He joined the Royal Canadian Air Force in 1941 and flew Spitfires in England, before returning to the United States to become a test pilot in supersonic rocket research aircraft. He has flown more than 100 different types of aircraft, has over 5,000 flying hours, is a qualified four-engine captain, and has twice qualified as a member of the Caterpillar Club. Captain Goodlin is also a well-known journalist.

HORNET NO.

PILOT Captain C. H. Goodlin

CREW

PLACING..... FLYING TIME.....

BENDIX

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AVIATION

If you are in the aviation industry, in any capacity whatever, Bendix is an important factor in your life and your livelihood.

Look at the record. More planes fly more miles with Bendix radio equipment than any other make. Bendix ignition systems are virtually standard for the industry. Bendix has successfully solved fuel metering problems for every type of plane. Bendix is a foremost force in the development of equipment for automatic flight and all-weather landing.

Actually, no other single organization builds so many products essential to the safety and efficiency of modern planes.

The reason lies in the unparalleled range of Bendix experience in this field. This constantly growing organization of 6,000 engineers, 14 research centers and 19 manufacturing plants builds more different products for aviation... concentrates a wider range of skills and talents on its problems... and has accelerated progress in more directions than any other single company. For example, Bendix is presently engaged not only in forwarding commercial flight, but is also deeply engaged with...

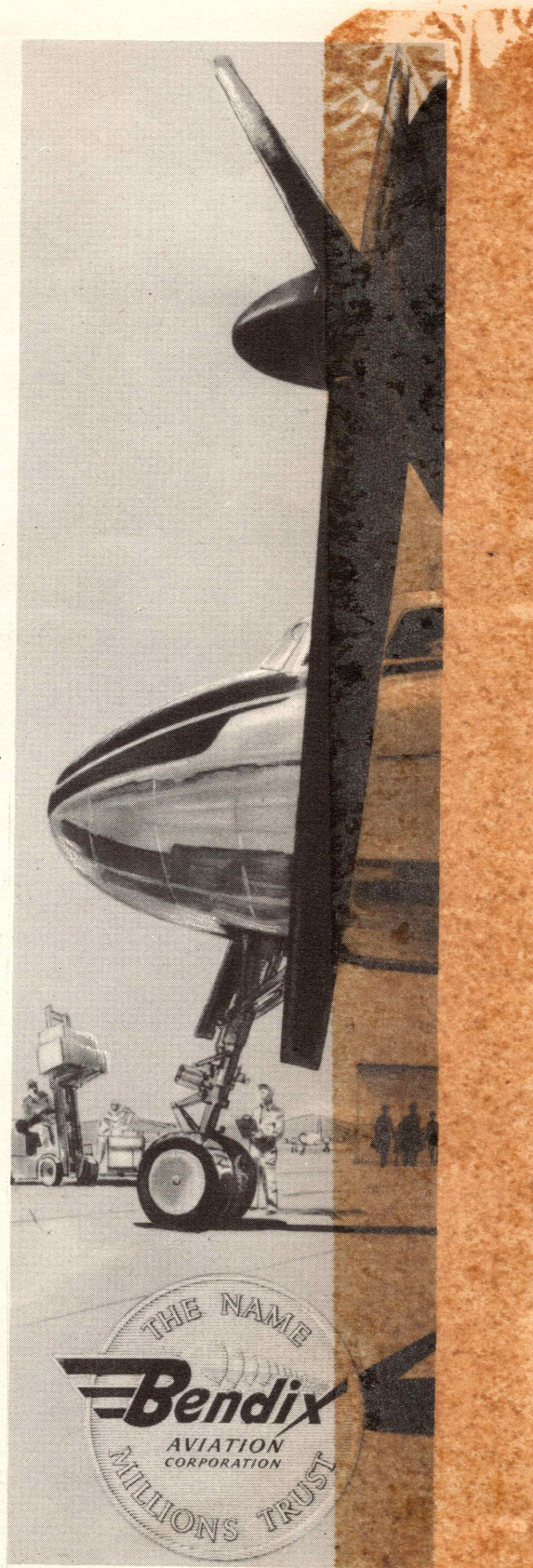
Jets — Bendix creative engineering has naturally influenced jet design. Ignition systems, starter plugs, starters and generators, speed density fuel metering systems and fuel supply systems indicate Bendix products in this field — developments assuring fast starts despite fouled plugs, and preventing flameouts, and the hot starts and excessive heats which ruin jet engines.

Guided Missiles — Bendix is likewise prominently identified with many guided missile developments which, because of security reasons, cannot be specifically discussed here.

The qualities which have won Bendix developments such broad acceptance in the exacting aviation industry are inherent in all of the more than 300 products which Bendix builds for industries of every kind. Whatever you build, buy or sell, your own best interests suggest that you ought to know more about Bendix. Send for your copy of "This is Bendix-International." without obligation to:

Bendix International

DIVISION OF BENDIX AVIATION CORPORATION
NEW YORK, N. Y., U. S. A.





An American Thunderjet, similar to that entered by the Danish Air Force

ROYAL DANISH AIR FORCE

An interesting entry is the American jet fighter entered by the Royal Danish Air Force. The Republic F84G Thunderjet is powered by an Allison J-35A-29 jet engine, rated at 5,600lbs thrust, which is said to give a maximum speed of more than 600 m.p.h., and a service ceiling above 45,000 feet. It is fitted with an automatic pilot and is probably the first operational fighter aircraft to be equipped for in-flight refuelling. Under test a Thunderjet has remained in the air for 12hrs 5 mins with four air-to-air refuellings. Thunderjets are being delivered to the United States Air Force and to member countries of the North Atlantic Treaty Organization.

THUNDERJET NO.

PILOT

PLACING..... FLYING TIME.....

DISTANCES (Approximate)

	STATUTE MILES
LONDON—ZURICH	490
ZURICH—ROME	438
ROME—BEIRUT	1360
BEIRUT—BASRA	705
BASRA—KARACHI	1234
KARACHI—CALCUTTA	1354
CALCUTTA—SINGAPORE	1801
SINGAPORE—JAKARTA	554
JAKARTA—DARWIN	1693
DARWIN—SYDNEY	1960
SYDNEY—CHRISTCHURCH	1300
LONDON—BASRA	1900
BASRA—KARACHI	1234
KARACHI—SINGAPORE	3000
SINGAPORE—SYDNEY	3000
SYDNEY—CHRISTCHURCH	1300

LONDON—CHRISTCHURCH	
Speed Route	12,300
Handicap Route	12,800

The routes shown here are those likely to be followed by most competitors, although some variations must be expected. For instance, the R.N.Z.A.F. entry will probably fly via Colombo, Cocos Island, Perth, and Melbourne, and some R.A.F. aircraft may also land at Cocos.

Clocks at the base of the map show Greenwich Mean Time along the route. It will be seen that when it is 12 midnight G.M.T. in England, it is 12 noon Standard Time in New Zealand—exactly twelve hours ahead.

The starting time from London Airport will probably be arranged for the late afternoon so that most of the first aircraft will arrive at Christchurch during daylight the following day. It seems likely that the winning aircraft in the Speed Section will complete the course in under twenty-four hours.

START: 8th October 1953



THE INTERNATIONAL AIR RACE

LONDON TO CHRISTCHURCH

PROBABLE ROUTES



HANDICAP



SPEED

CALCUTTA

COLOMBO

SINGAPORE

JAKARTA

COCOS

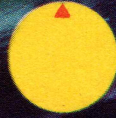
DARWIN

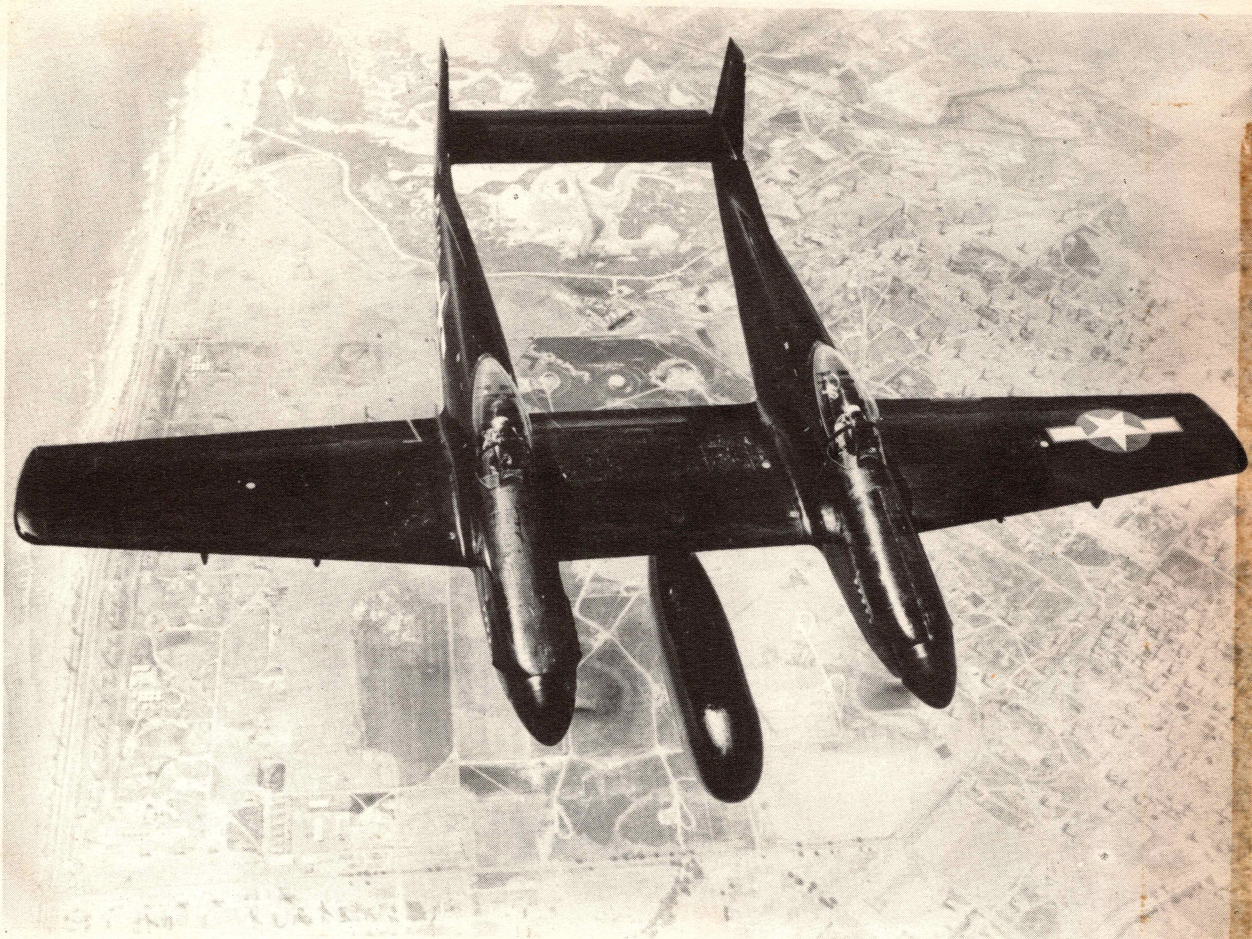
PERTH

SYDNEY

MELBOURNE

CHRISTCHURCH





A Twin Mustang with auxiliary tank. It is essentially two Mustangs joined together, as can be seen by comparison with the photograph on facing page

MAJOR H. I. HILL AND J. L. DYER (U.S.A.)

Two American pilots will fly an unusual looking aircraft, the North American F82 Twin Mustang, a long-range escort fighter with a range of over 2,500 miles and a maximum speed of more than 475 m.p.h. It is powered by two Allison V-1710-143/145 piston engines, each of 2,300 horsepower. The Twin Mustang is really two Mustang fuselages and port and starboard outer wings, joined by a constant-chord centre section and a rectangular tailplane. One fitted with drop tanks has flown 5,051 miles non-stop from Honolulu to New York in 14hrs 33mins, at an average speed of 334 m.p.h. Major Hill is a staff officer, National Headquarters of the Civil Air Patrol, U.S. Aux. Air Force, in Washington.

TWIN MUSTANG NO.....

PILOT Major H. I. Hill

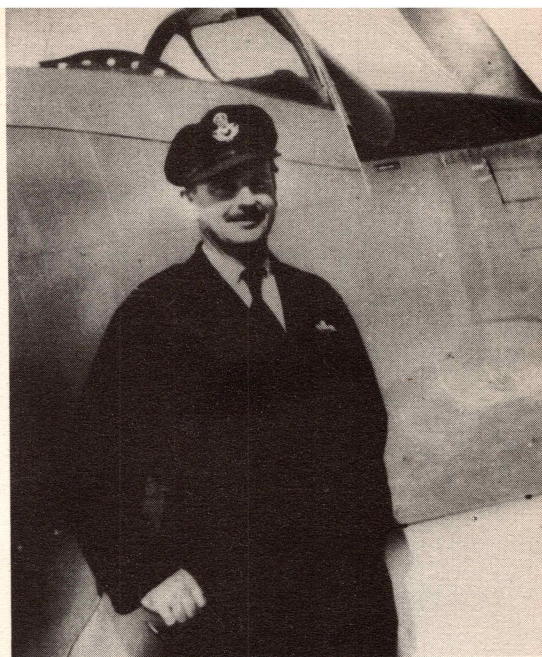
PILOT J. L. Dyer

PLACING..... FLYING TIME.....

FLIGHT LIEUTENANT J. C. WHITEMAN (Australia)

An Australian-built Mustang powered by a Packard Merlin piston engine has been entered by J. L. Whiteman, who plans to use several novel methods of increasing the performance of this notable World War II long-range fighter. Normally it has a maximum speed of 410 m.p.h. and a range of 2,200 miles, but Whiteman proposes to use dry ice to boost the range: the petrol stored in rubber tanks that fill the whole wing, will be chilled to reduce volume so that the total can be increased by nearly one-third. Small ram-jet engines will also be fitted to the wing tips. Measuring 18ins by 12ins, and weighing only 60lbs, they will deliver 220 h.p. each for one hour on 40 gallons of fuel, and should push the Mustang's top speed up to about 550 m.p.h. They will enable it to climb quickly to cruising altitude and accelerate quickly to cruising speed. They will not be used in cruising.

FLIGHT LIEUTENANT J. C. WHITEMAN was born in Papanui, Christchurch, and educated at King's College, Auckland. He is married and has three children. He learned to fly in England at the age of 18 and has over 10,000 flying hours on 50 different types. He has flown in South Africa and the Argentine, where he spent two years with the Argentine Air Force testing new aviation fuel. He then went to Australia to become a charter pilot, and at the outbreak of war joined the Royal Australian Air Force, serving in the South West Pacific. In 1947 he started a charter service between Australia and Rome, and later rejoined the R.A.A.F., with which he has had 15 years service. His Mustang has been christened 'Rebel'.

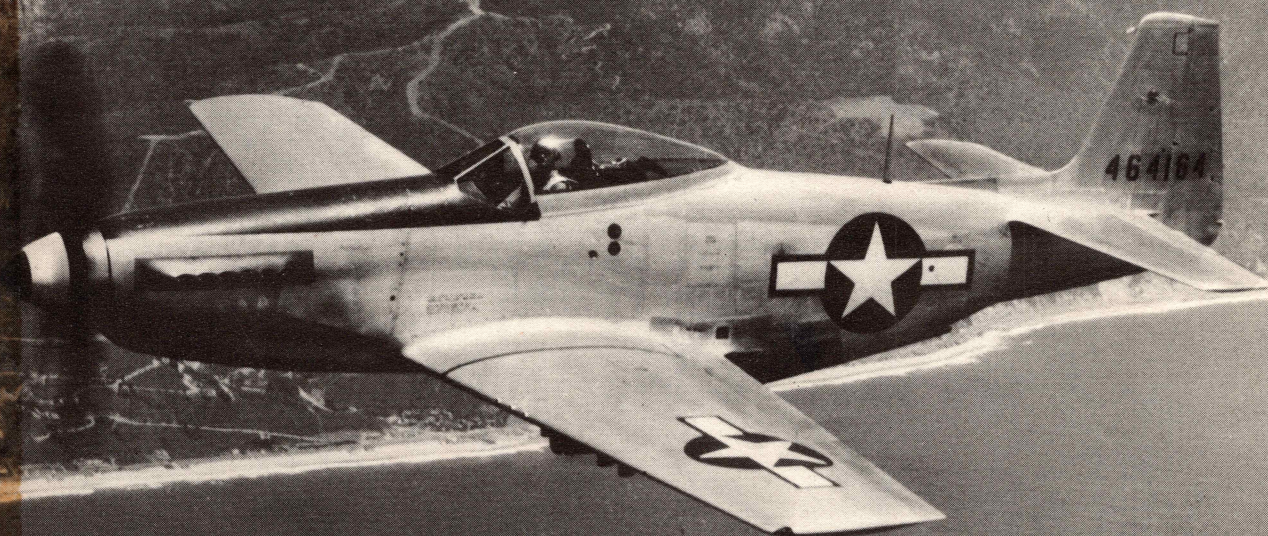


MUSTANG NO.....

PILOT Flight Lieutenant J. C. Whiteman

PLACING..... FLYING TIME.....

A North American P51 Mustang single seater fighter similar to the Australian machine that Whiteman will fly





NAC

NEW ZEALAND NATIONAL AIRWAYS CORPORATION

HANDICAP SECTION

ROYAL NEW ZEALAND AIR FORCE

A Handley Page Hastings C Mk III military transport aircraft has been entered by the R.N.Z.A.F. Powered by four Bristol Hercules 737 piston engines, it has a maximum range of 3,000 miles and a cruising speed of 250 m.p.h. The aircraft will carry fifteen air crew, eight service crew, a medical officer, a meteorological officer and a broadcast reporter.

WING COMMANDER R. F. WATSON, A.F.C., Commanding Officer No. 41 (Transport) Squadron, R.N.Z.A.F., since November 1951, was born at Kumara on the West Coast, New Zealand, in 1920 and has served in the Royal New Zealand Air Force since 1940. He has completed courses at the R.A.F. Staff College, the Empire Flying School, and the R.A.A.F. School of Land-Air Warfare. Other crew members include Squadron Leader R. J. Croke, medical officer, and Mr L. N. Larsen, meteorological officer.



HASTINGS NO.....

CAPTAIN Wing Commander R. F. Watson

AIR CREW

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PLACING FLYING TIME.....

A Handley Page Hastings of No. 41 Transport Squadron, R.N.Z.A.F., in flight



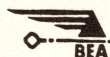
The world's
first **turbo-prop**
airliner



Flying this
summer regularly
between London and Zurich,
Geneva, Athens,
Istanbul, Copenhagen
or Stockholm

The International Air Race brings the magnificent new Viscount to New Zealand. The machine entered by BEA is standard in every respect —its sisters are already flying on BEA's European Services. In the Viscount's pressurized cabin, passengers enjoy an experience altogether new to air travel. The Viscount is almost vibration-free.

It flies smoothly and unusually quietly—high above the worst weather and 'bumps'—its four Rolls-Royce Dart propeller turbines speeding you onwards at 300 m.p.h. Its passengers reach their destinations as fresh and unwearied as at the moment they stepped aboard. The Viscount is years ahead of any other airliner of its class in service today.



BEA VISCOUNT

Designed and built by



Vickers-Armstrongs

BRITISH EUROPEAN AIRWAYS



The R.M.A. aircraft *Discovery*, flagship of B.E.A.'s Viscount fleet

BRITISH EUROPEAN AIRWAYS

A turbo-prop airliner has been entered by British European Airways. It is the Vickers Viscount 701, a new type of aircraft capable of carrying 40 to 48 passengers and 2,000lbs of freight. It is powered by four Rolls-Royce Dart 505 propeller-turbine engines burning kerosene fuel, which give the Viscount a cruising speed of 315 m.p.h. at 25,000 feet. Its range and payload depend on operational needs and fuel reserves. The aircraft is expected to carry 32 passengers in the race.

VISCOUNT NO.

CAPTAIN

FIRST OFFICER

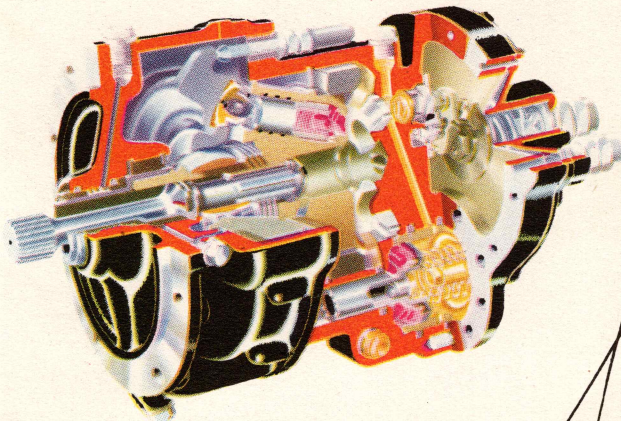
RELIEF PILOT

RADIO OPERATOR

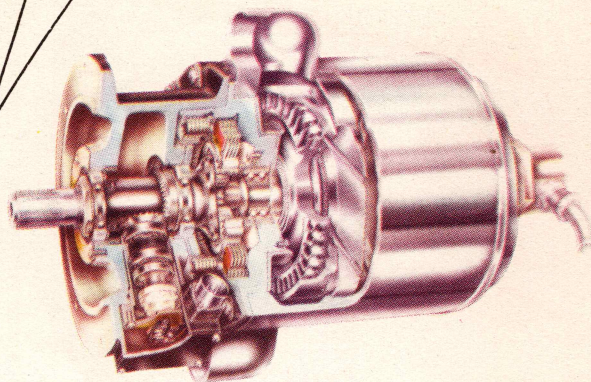
AIR HOSTESS

PLACING..... FLYING TIME.....

Leading the field . . .



LUCAS PETROL PUMP



ROTAX PROPYL NITRATE STARTER

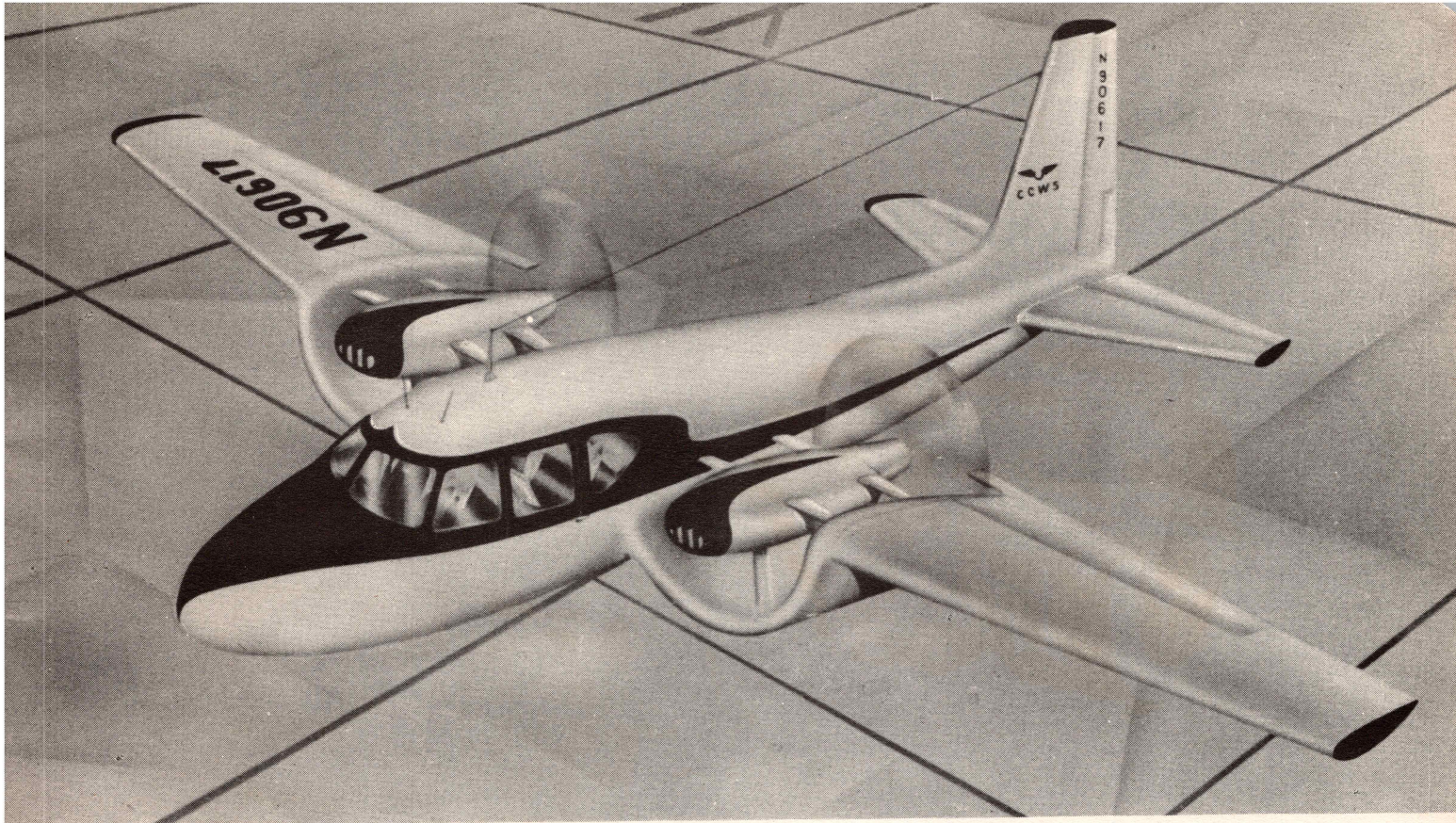
The best of luck to all competitors in the 1953 Air Race from two companies which lead in their respective fields. LUCAS and ROTAX are proud of their prominent places in the aircraft industry—positions which they have reached through constant progress and development in the service of British aviation. Today, the majority of British aircraft are equipped by Lucas and Rotax, world-wide servicing facilities are available and technical advice and assistance is given to manufacturers, designers and operators at any time.

LUCAS FUEL AND COMBUSTION SYSTEMS FOR GAS TURBINE ENGINES

COMPLETE ELECTRICAL SYSTEMS FOR AIRCRAFT

ROTAX

ROTAX LIMITED, WILLESDEN JUNCTION, LONDON, N.W.10, ENGLAND
JOSEPH LUCAS (GAS TURBINE EQUIPMENT) LTD., BIRMINGHAM AND BURNLEY, ENGLAND
Lucas-Rotax Ltd., Scarborough, Ontario, Canada.
Lucas-Rotax (Australia) Pty. Ltd., 81 Bourverie Street, Melbourne, Australia.



The Channel Wing aircraft *Hummingbird* which is entered for the Air Race

CUSTER CHANNEL WING CORPORATION (U.S.A.)

Great interest has been taken in the entry of the CCW 5 Executive, a twin-engined five-passenger aircraft using the recently developed channel wing originated by an American automobile mechanic, Willard R. Custer, who is now head of the corporation building these machines. A channel wing is shaped like the lower half of a tube, and has adjustable pitch propellers set at the rear of the channel. With this unusual arrangement the aircraft can develop enough lift to leave the ground with little forward movement. Accurate performance figures are not available, but the aircraft has been under development since 1947 and the designers claim that the channel wing enables it to take off and land at 15 m.p.h. in a 50ft space, and that it can lift twice the payload of conventional aircraft with the same power. The CCW 5 Executive is powered by two Continental SO-470B engines.



WALTER J. DAVIDSON, test pilot for the corporation, is aged 42 and has been flying since 1927. He served with R.A.F. Transport Command during the war. His co-pilot, Harold R. Custer, is the eldest son of the designer.

CCW5 EXECUTIVE NO.

PILOT W. J. Davidson

CO-PILOT H. R. CUSTER

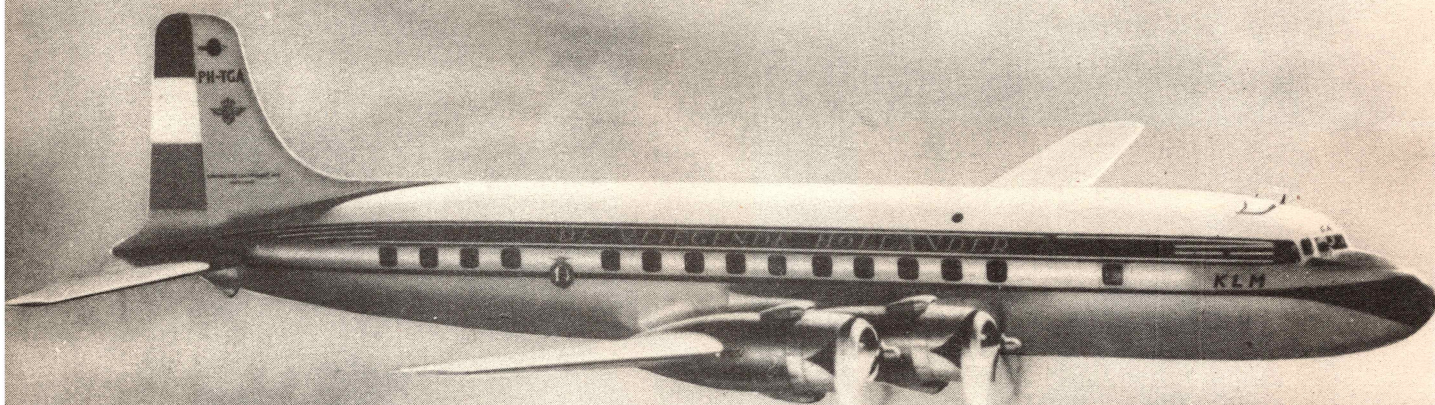
CREW

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PLACING FLYING TIME



The K.L.M. airliner *Flying Dutchman* will bring new settlers to New Zealand

K.L.M. ROYAL DUTCH AIRLINES

In the 1934 Melbourne Centenary Air Race the DC2 of K.L.M. Royal Dutch Airlines was first in the Handicap Section and second in the Speed Section, and in the 1953 race the same airline will be represented by a Douglas Liftmaster, the freight carrying version of the DC6A airliner. It is powered by four Pratt and Whitney Double Wasp CB-17 piston engines, which give a normal cruising speed of 311 m.p.h. at 20,000 feet. Maximum range is 5,000 miles, cargo capacity is 5,000 cubic feet, and it can carry 68 passengers. The 'Flying Dutchman' which will take part in the race will carry about 50 new settlers to New Zealand, and will have an extra crew. Time spent on the ground will be reduced and some normal stops eliminated. On the return flight to Holland the aircraft will carry parcels from Dutch settlers in New Zealand. The Netherlands Post Office is issuing a special stamp and will use a special postmark for the occasion.

DC6A LIFTMASTER NO.

CAPTAIN

FIRST OFFICER

ENGINEER

RADIO OPERATOR

PURSER

AIR HOSTESS

RELIEF CREW

PLACING..... FLYING TIME.....

MRS G. T. McKENZIE (Australia)

(Type of aircraft uncertain)



MRS GERTRUDE McKENZIE, widow, aged 42, lives at Aspendale, Victoria, and is the mother of two sons, one aged four and the other seventeen. She is secretary-treasurer of the Victorian division, Australian Women Pilots' Association, and has flown 1,000 hours. She will act as co-pilot and radio operator.



CAPTAIN J. R. KEMP, 44 year old captain of the aircraft, was born in London and went to Australia in 1913. He has been a pilot since 1931 and is now senior route captain of Australian National Airways, Melbourne. He has flown 140 different types of aircraft and has more than 17,500 flying hours. He has covered some 2,500,000 miles in airliners. During the war he served with the Royal Australian Air Force as a transport pilot attached to the U.S. Air Force.

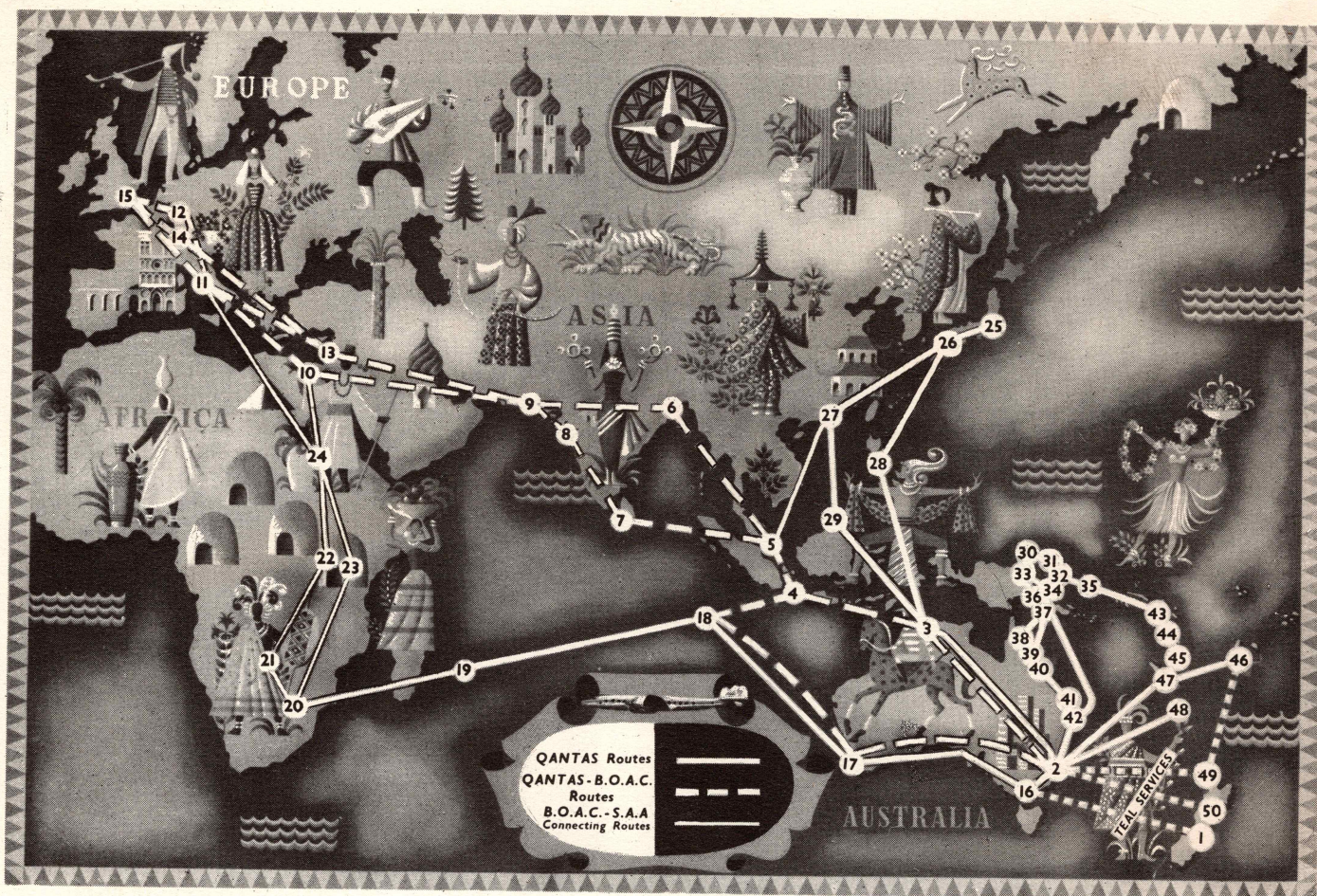
AIRCRAFT..... NO.....

PLACING..... FLYING TIME.....

MRS EVELYN KOREN who will act as relief pilot is 23 and lives at Mount Gambier, South Australia. She gained her pilot's licence at the age of 18 and has flown some 250 hours.

MISS CONSTANCE JORDAN, flight engineer and relief pilot, comes from Brisbane, Queensland, and was formerly a ballet teacher. She is now the only woman aeronautical engineer in Australia. She is employed by Qantas Empire Airways, and has flown 550 hours.





1. Christchurch
2. Sydney
3. Darwin
4. Djakarta
5. Singapore
6. Calcutta
7. Colombo
8. Bombay
9. Karachi
10. Cairo
11. Rome
12. Frankfurt
13. Bierut
14. Zurich
15. London
16. Melbourne
17. Perth
18. Cocos Island
19. Mauritius
20. Johannesburg
21. Livingstone
22. Entebbe
23. Nairobi
24. Khartoum
25. Tokyo
26. Iwakuni
27. Hong Kong
28. Manila
29. Labuan
30. Manus
31. Kavieng
32. Rabaul
33. Wewak
34. Lae
35. Torokina
36. Bulolo
37. Port Moresby
38. Cooktown
39. Cairns
40. Townsville
41. Rockhampton
42. Brisbane
43. Honiara
44. Espiritu Santo
45. Vila
46. Suva
47. Noumea
48. Norfolk Island
49. Auckland
50. Wellington

Advancing World Air Travel...



Most competitors in the International Air Race 1953 will fly along the main commercial air route from Britain to Australia and New Zealand—the famous Kangaroo Route.

This was first served with regular flights by QANTAS and Imperial Airways between England and Australia and by TEAL between Australia and New Zealand. Today the London-Sydney route is operated in parallel by QANTAS and B.O.A.C., with TEAL flying the extension over the Tasman.

One of the world's first airlines, QANTAS—Australia's International Airline—takes its place in the ever-developing world-pattern of aviation, providing a high standard of service on routes covering

60,000 unduplicated air miles and linking 21 countries on four continents.

QANTAS services radiate from Sydney to Europe and Britain, to South Africa, Hong Kong, Manila, Tokyo, New Guinea, Pacific Islands and link with TEAL services to New Zealand—providing a vast network of routes and alternative routes for air travel, air cargo and air mail.

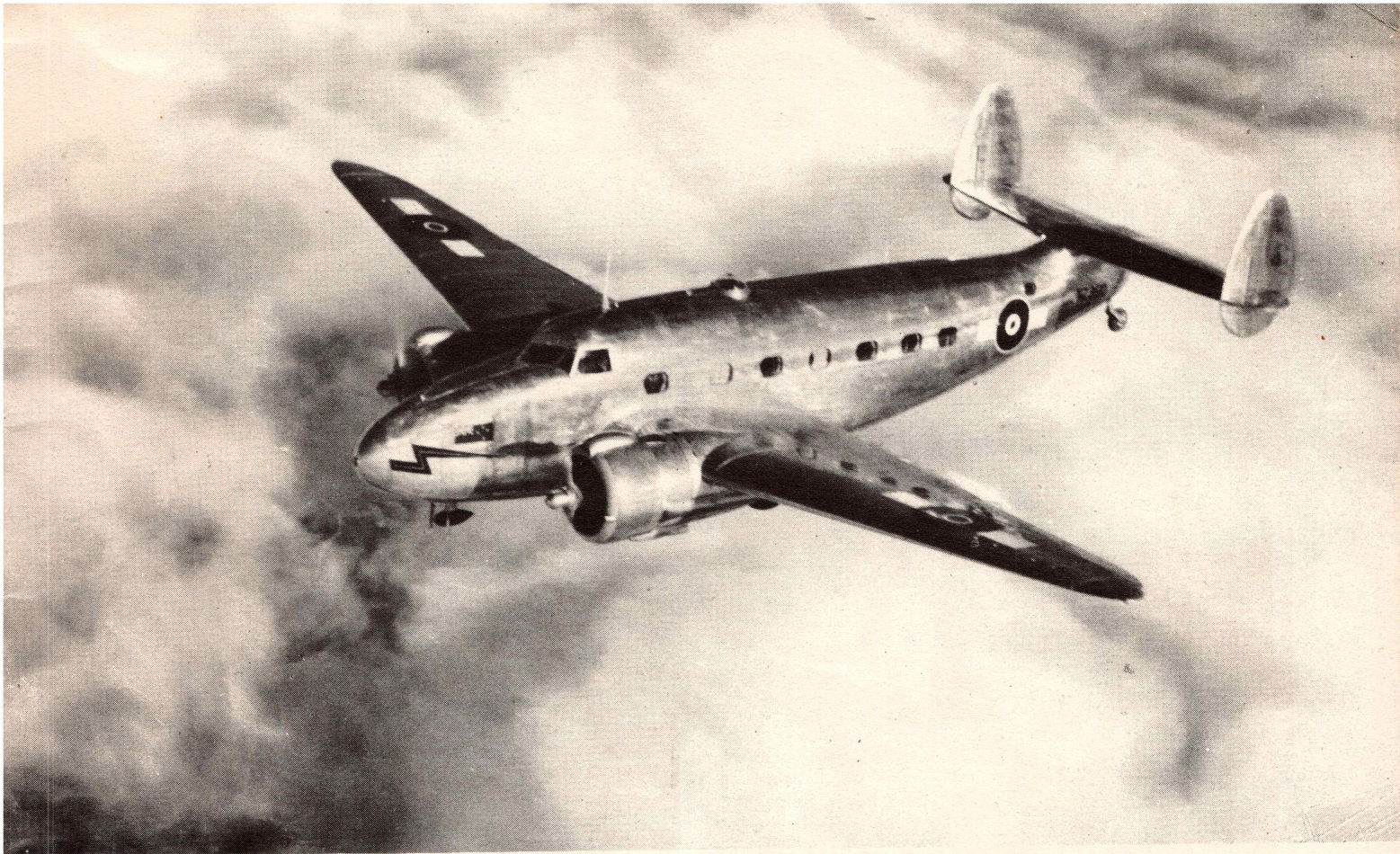
With 33 years of flying experience, QANTAS looks forward towards playing a greater part in the still greater future of international aviation.



QANTAS

Qantas Empire Airways Ltd., in association with B.O.A.C. and TEAL

A U S T R A L I A ' S I N T E R N A T I O N A L A I R L I N E



A Lockheed Lodestar in flight

RAUSCH AVIATION (U.S.A.)

A Lockheed Lodestar 15-86 has been entered by Rausch Aviation U.S.A. The Lodestar, a development of the wartime Hudson and Ventura bombers is known to many New Zealanders and was in use on internal air routes here after the war. The aircraft entered for the International Air Race is a twin-engined commercial transport powered by two Wright Cyclone 1820G205A engines, with a cruising speed of 246 m.p.h. and a range of 1,690 miles.

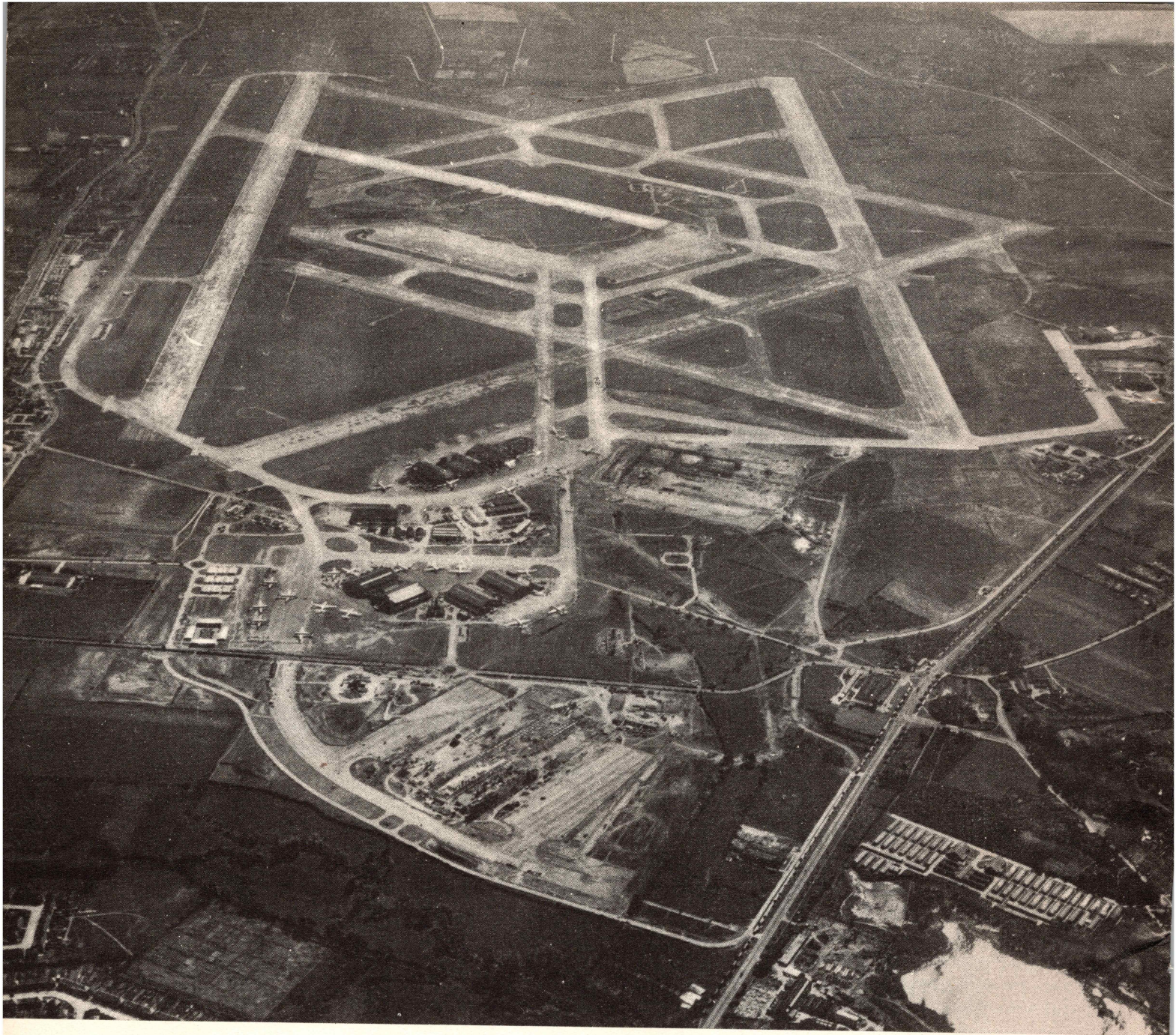
LODESTAR NO.

CAPTAIN

CREW

PLACING..... FLYING TIME.....

PHOTOGRAPHS: Aerofilms, pages 40 and 41 (2); Australian Associated Press, 10 (centre); Australian Official Photograph, 20; Antoine-Stevens, 37 (top left); Australian National Airways, 37 (top right); British Official Photograph, 51 (lower); Charles E. Brown, 14; V. C. Browne, 43 and 45; Samson Clark, 46 (top); Douglas 51 (top); de Havilland, 21; English Electric, 16; Flight, 10 (top), 11 (centre), 12 (top); Karsh, 2; K.L.M., 36; North American, 29; R.A.A.F., 17 (2); R.N.Z.A.F., 31 (2); Vickers, 18 and 33; Whites Aviation, 23, 25, and 28.



London Airport at Heath Row

AIRPORTS

ALONG THE ROUTE

LONDON AIRPORT: At Heath Row, west of the city, is England's main international airport.

ZURICH: Two airports, Dubendorf and Kloten, both $7\frac{1}{2}$ miles from the city, are available.

ROME: Ciampino airport is $6\frac{1}{4}$ miles from the city.

BEIRUT: The international airport is 10 miles out.

BASRA: Margil, 5 miles away.

BAGHDAD: The Baghdad West Airport is $2\frac{1}{2}$ miles from the city.

BAHREIN: Muharra, $1\frac{1}{2}$ miles away.

SHAIBA: An airport 20 miles south of Kuwait.

KARACHI: The civil airport is 8 miles from the city.

COLOMBO: Ratmalana, 8 miles away.

CALCUTTA: Dumdum, $9\frac{1}{4}$ miles.

RANGOON: Mingaladon, 12 miles.

BANGKOK: Don Muang, $12\frac{1}{2}$ miles.

SINGAPORE: Kallang, $1\frac{1}{2}$ miles.

JAKARTA: Kemajoran, 1 mile.

DARWIN: The airport is 5 miles out.

SYDNEY: Kingsford Smith airport, $6\frac{1}{2}$ miles.

BRISBANE: Archerfield, 8 miles.

MELBOURNE: Essendon, 7 miles.

CHRISTCHURCH: The international airport is 7 miles from the city.



The Basra Airport at Margil

The Baghdad West Airport





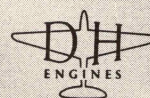
The Comet racer of 1934, flying at 225 miles an hour, set up a new record of 71 hours for the 11,300 miles from Mildenhall to Melbourne.

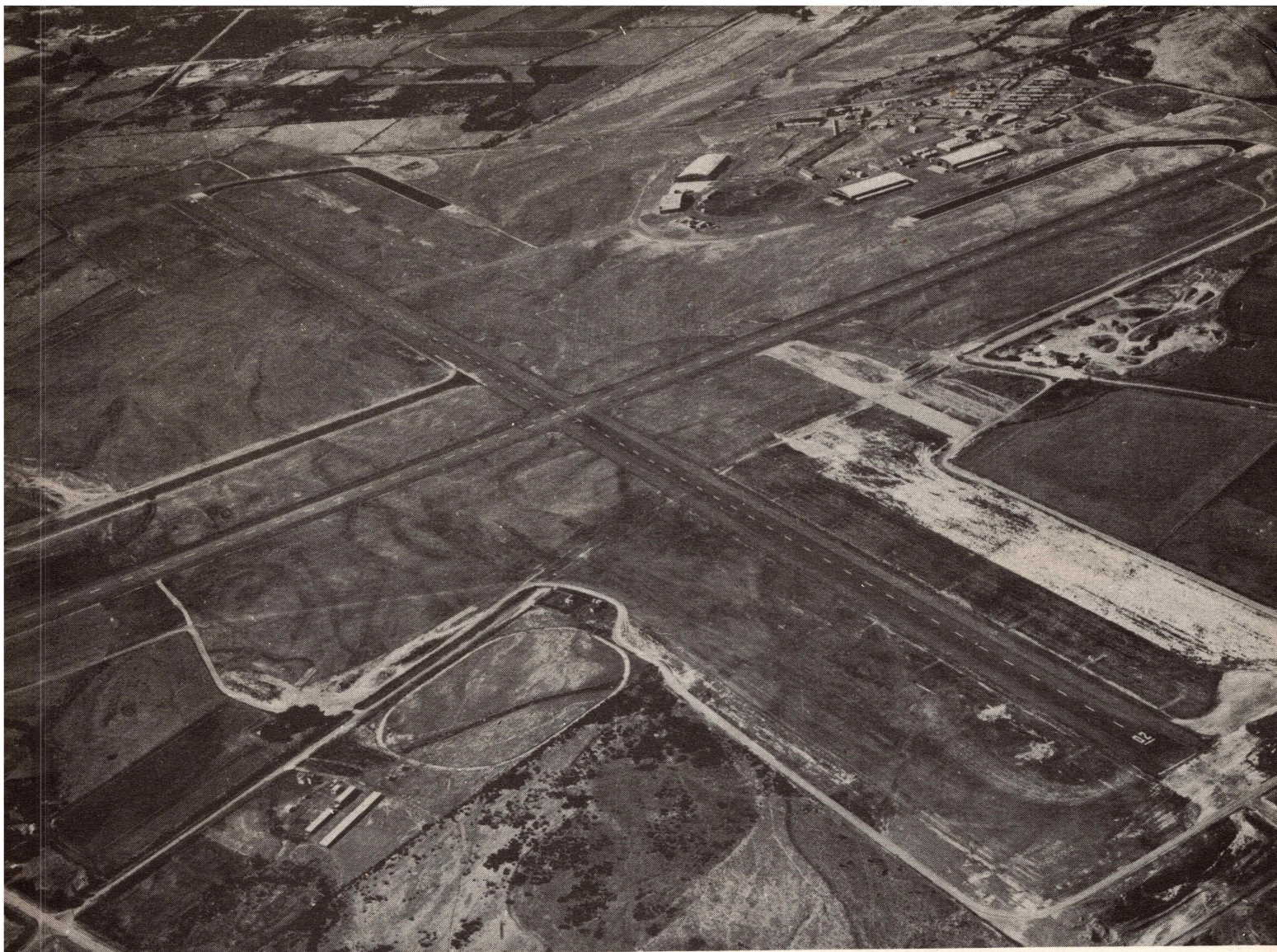
The speed which was considered fast nineteen years ago has become commonplace for the airliners of today.

But now the new Comet, the world's first jet airliner, is flying the trunk services at 500 miles an hour.

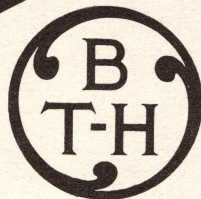
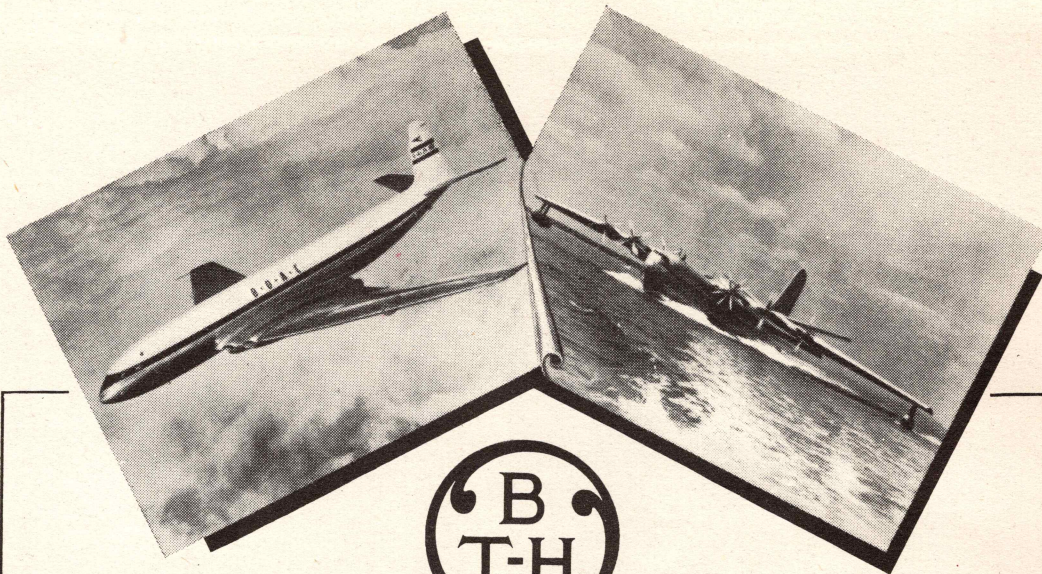
DE HAVILLAND

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Christchurch International Airport is the finest airfield in New Zealand, and the only one situated within a few miles of a city yet capable of almost unlimited development. Begun in 1935 as Harewood Municipal Airport, it was a flying training station for R.N.Z.A.F. pilots during World War II, and was dedicated as an international airport during the province's centennial celebrations in 1950. Continuous development work is being carried out, including the extension of paved runways and taxi strips and the installation of modern air control and navigational aid equipment.



ELECTRIC EQUIPMENT

is installed on many well-known

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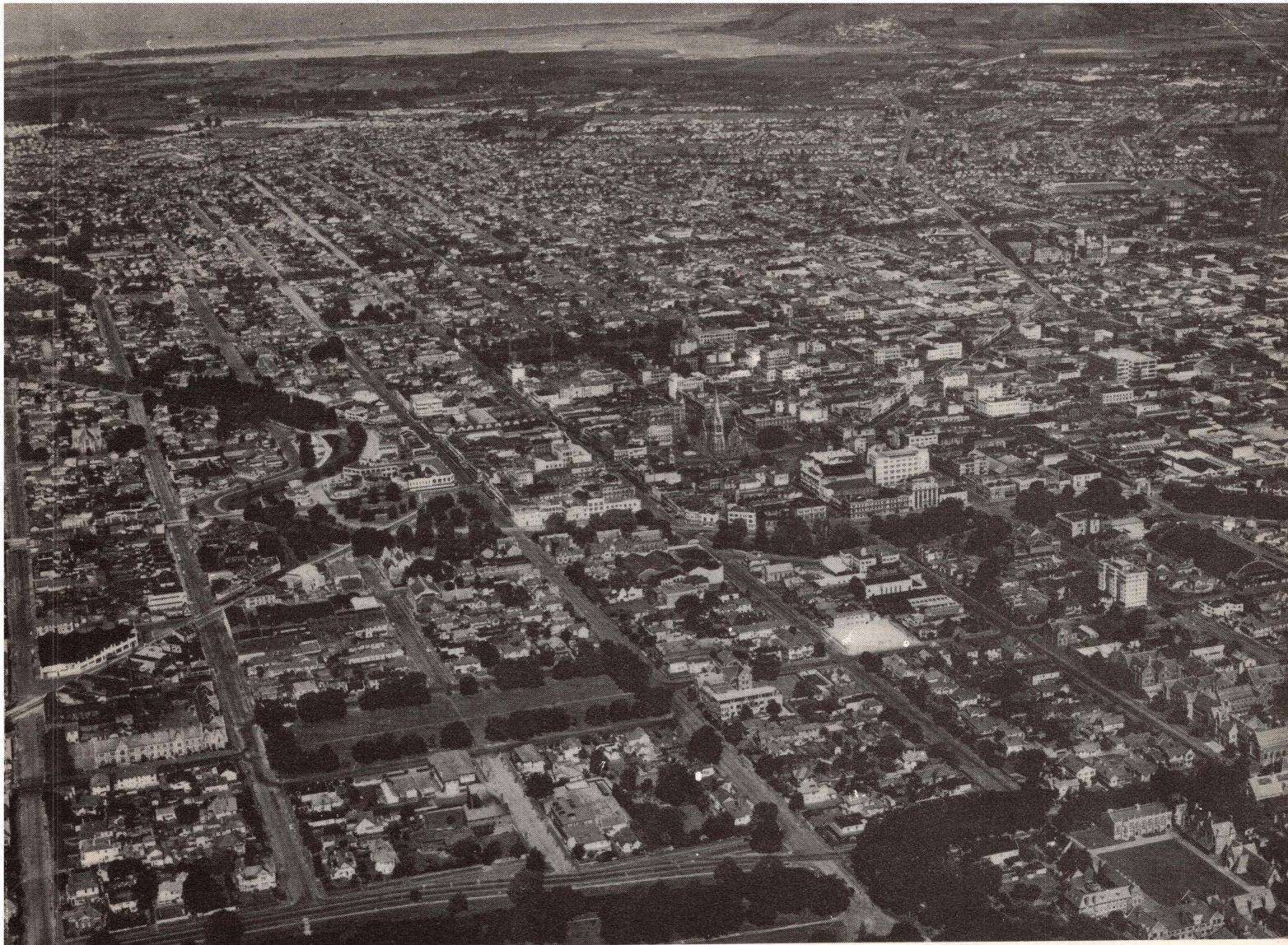
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FOR OTHER B.T.H. EQUIPMENT : National Electric & Engineering Co. Ltd., Wellington, C.I.

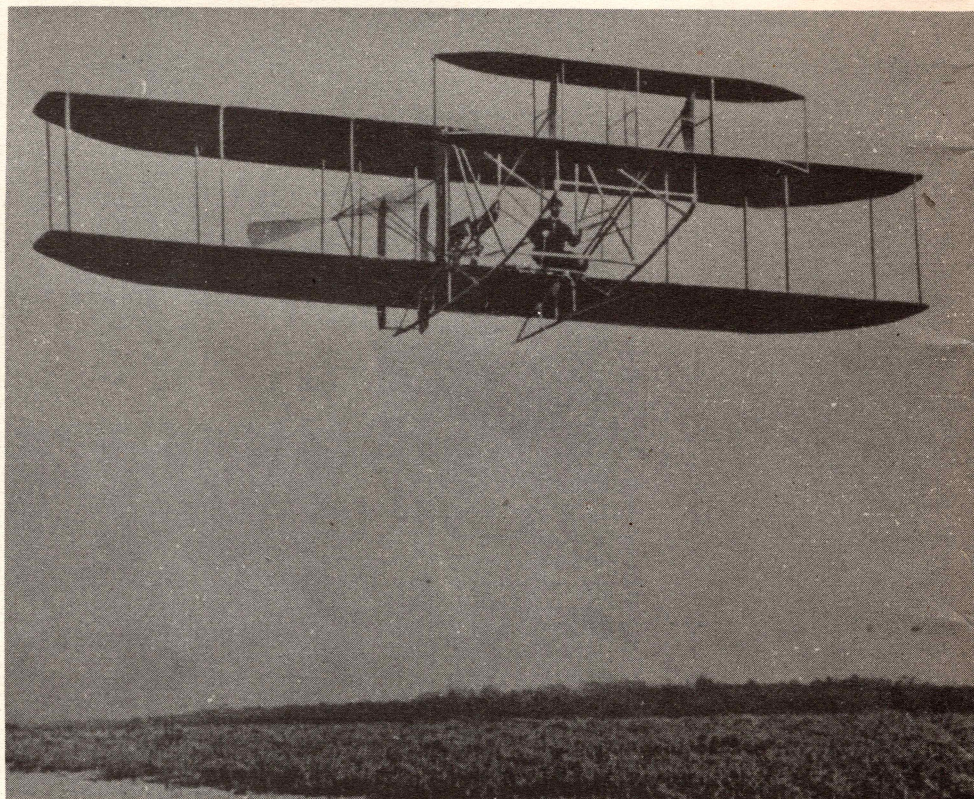


The central area of Christchurch, photographed from near the airport. In area and population, Christchurch is the largest city in the South Island. Built on a portion of the great Canterbury Plain, it is the commercial centre of a rich farming district and in recent years has become increasingly a home for industry. The city's international airport, and the nearby port of Lyttelton, make Christchurch a natural gateway to the world famous scenic attractions of southern New Zealand. Christchurch first became air conscious through the efforts of the late Sir Henry Wigram, whose name is commemorated in Wigram Air Force Station near the city.

THE FIRST FIFTY YEARS

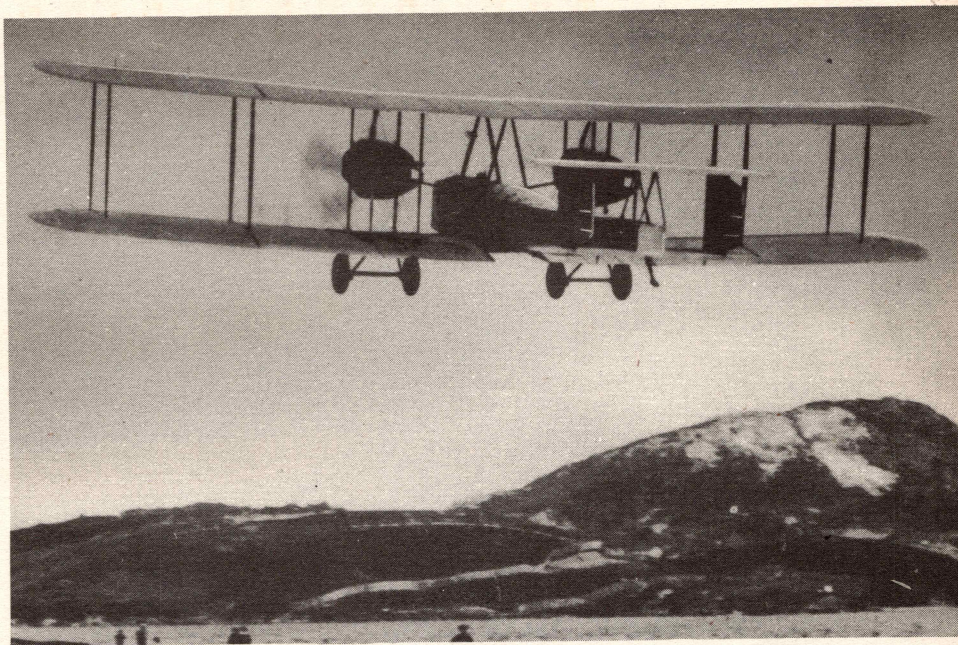
*1953 MARKS THE HALF-CENTURY SINCE
THE WRIGHT BROTHERS' FIRST FLIGHT*

1903 In this strange flying machine Wilbur and Orville Wright made the first successful powered flight at Kittyhawk, U.S.A.



1914 Eleven years later Britain won the Schneider Trophy race at 86.78 m.p.h. with this Sopwith seaplane flown by Howard Pixton at Monte Carlo.

1919 After World War I the first flight across the Atlantic was made by this British Vickers Vimy bomber flown by Captain J. Alcock and Lieutenant A. Whitten Brown.



1928 Sir Charles Kingsford Smith and C. T. P. Ulm made the first crossing of the Pacific Ocean from San Francisco to Sydney, and the first crossing of the Tasman Sea from Sydney to Christchurch, in the Fokker monoplane 'Southern Cross'.

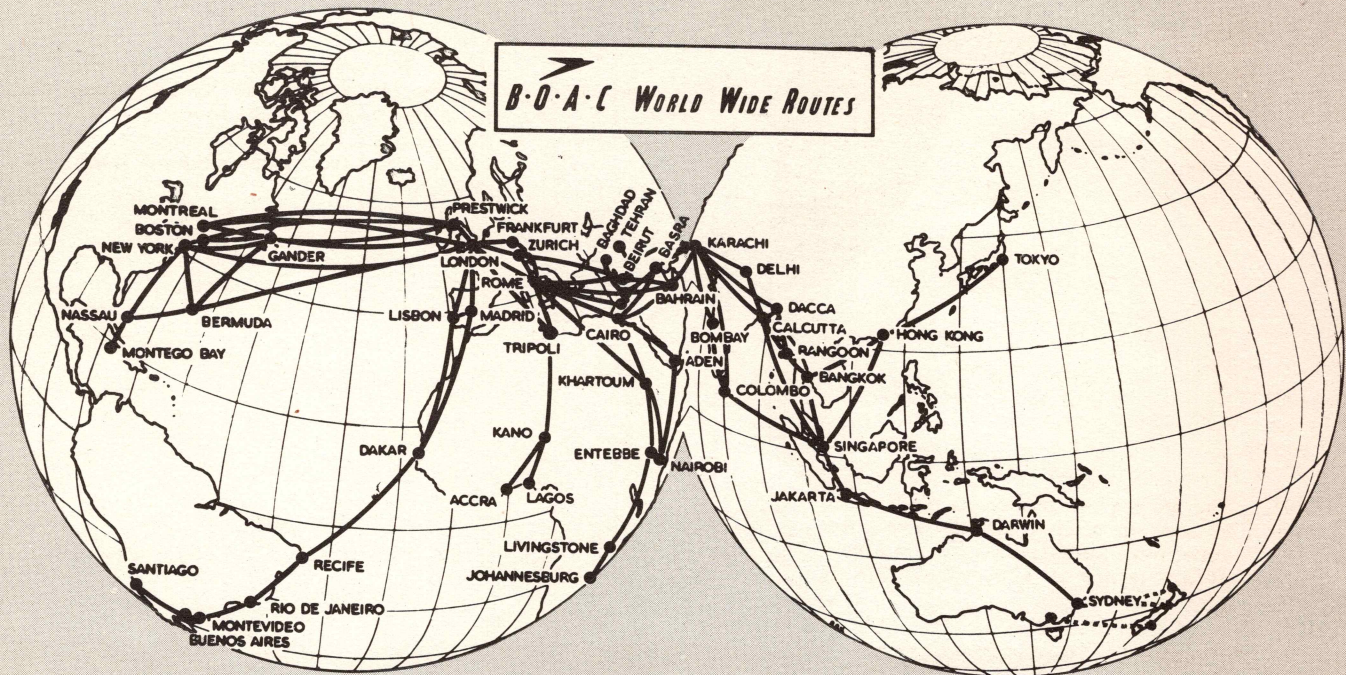


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ACROSS THE WORLD

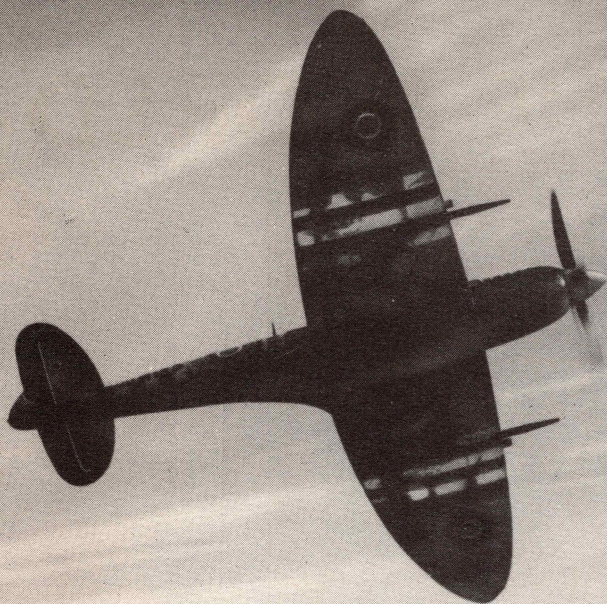


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1940 Britain was saved from invasion by the Hurricanes and Spitfires flown by a few pilots of great courage. This is the famous Supermarine Spitfire, the most celebrated fighter plane of World War II.

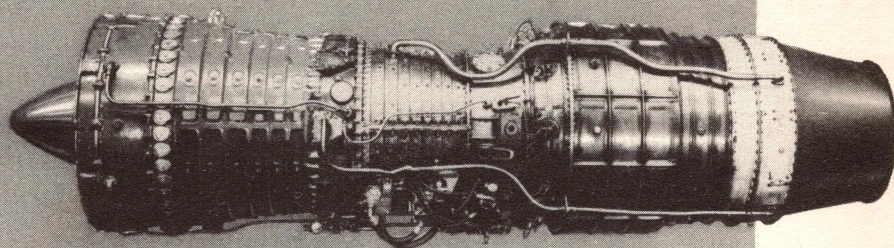
1951 The jet engine, pioneered by Britain, was first used in a civil airliner when the D.H. Comet went into service to begin a new phase of air transport with speeds up to 500 m.p.h.



63,668 ft.

**the
height
record
breaking
'Bristol'
Olympus
Turbojet**

On May 4th, an English Electric CANBERRA bomber owned by the Ministry of Supply and powered by two Bristol OLYMPUS turbojet engines—the most powerful flying in Great Britain—established a new world altitude record of 63,668 ft., exceeding the previous best by 4,222 ft.

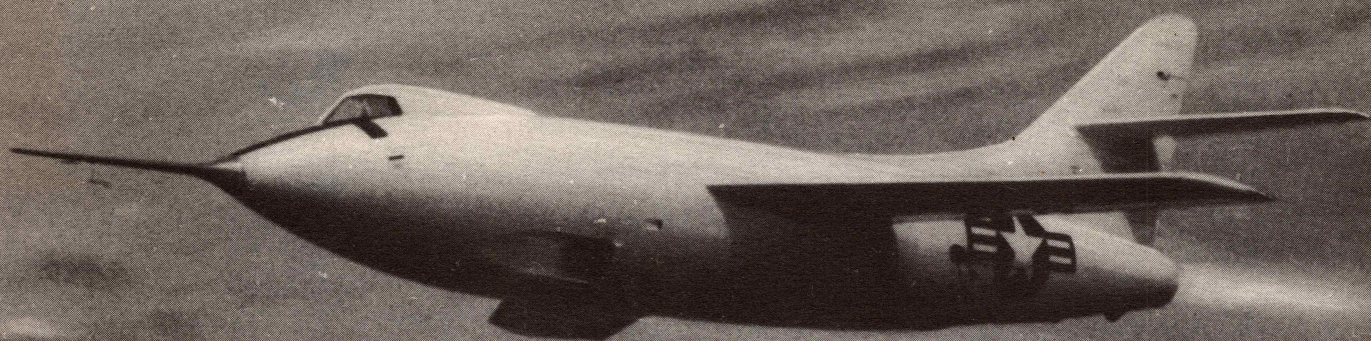


To the Royal New Zealand Air Force we extend our warmest good wishes for the success of the R.N.Z.A.F. Hastings C. Mk. 3 in the Transport Handicap Section of the London - Christchurch Race.

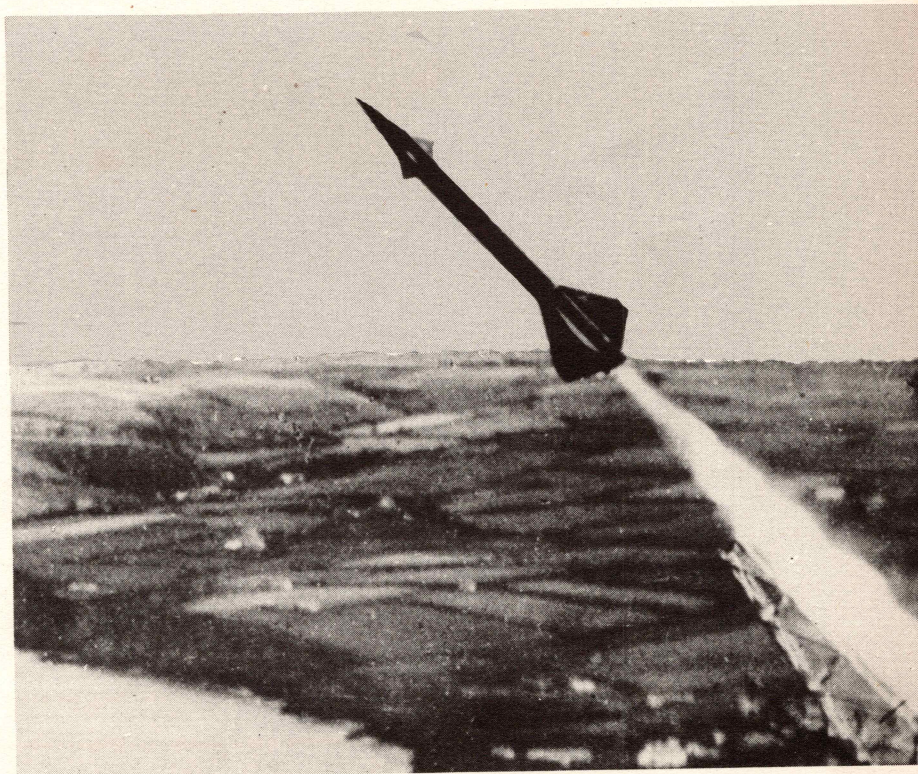
"Bristol" Hercules engines which power the Hastings, are in world service and have a proud reputation for performance and reliability. Over 70,000 have been built.

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1952 Fantastic predictions of future air speeds were brought a step nearer reality when Captain 'Chuck' Geager of the U.S. Air Force, first flew at 1200 m.p.h. in this experimental Douglas Skyrocket.



1953 In fifty years aircraft speeds have risen from 30 m.p.h. to 1200 m.p.h. and guided missiles, such as this British weapon shown leaving its launching site, now hurtle through the stratosphere at 3000 m.p.h.

*All the
British Commonwealth Aircraft
entered for
the Speed Section of the
London-Christchurch
International Air Race
are powered by
Rolls-Royce aero engine*



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Captain Tasman 1642

Tasman Captain 1953



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